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5139

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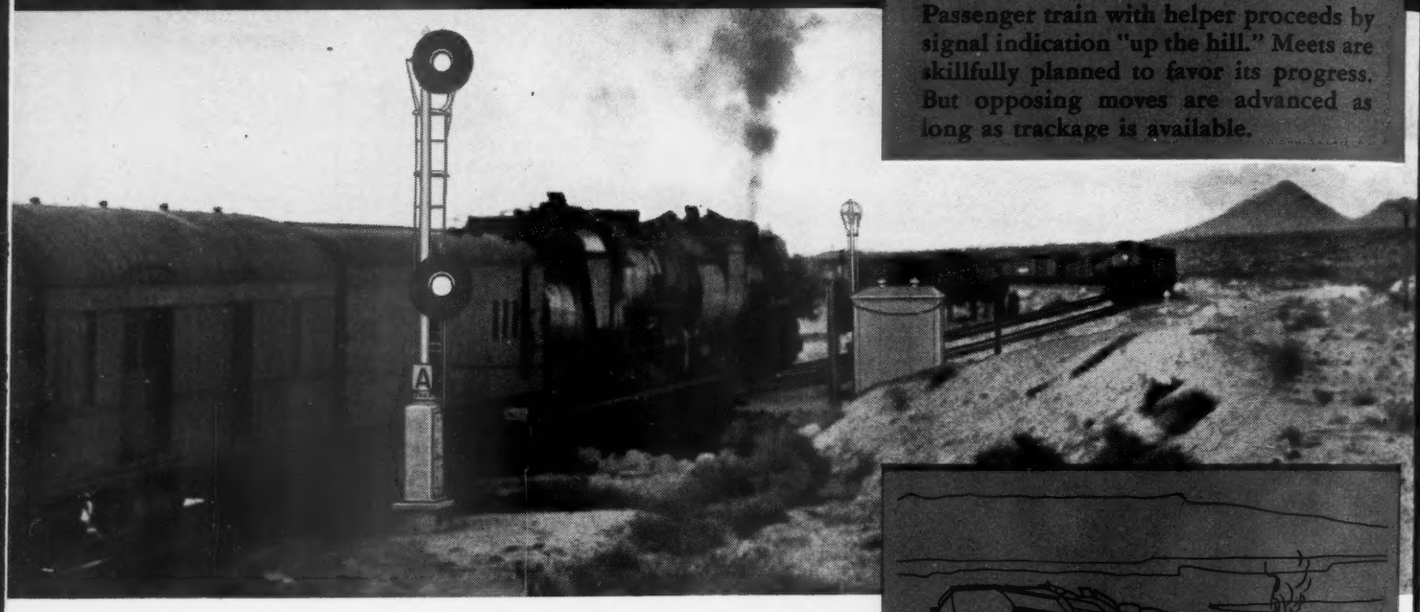

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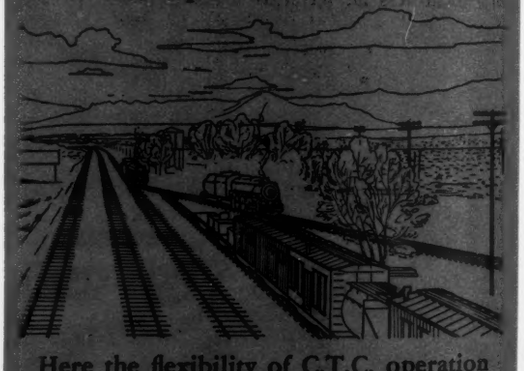

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RAILWAY AGE

Protecting the Railroads from Enemy Action

The railroad industry and the nation could do today with some far-sighted thinking-ahead in terms of the problems the railroads would face in the event of a future military emergency. When a war ends, most people seek to forget it as rapidly and as thoroughly as they can—but that is not the way to be ready to win the next one.

The Experience of Two Wars

The railroads were saved from failure to perform the service required of them during the recent war, primarily, because of the activities of the late M. J. Gormley and his co-workers in the field of car service, begun right after the end of World War I. As all railroad men—but comparatively few other Americans —are aware, Mr. Gormley then initiated his educational program among shippers, the armed services, and the railroad industry itself to provide, for everyone who might need it, knowledge of the principles of freight car control which would maximize the utilization of available railroad capacity in the event of armed conflict.

The result was that, in the recent war, the railroads were able to increase their freight service 98 per cent and their passenger service 300 per cent over the immediate prewar level—as compared to increases of only 12 per cent and 23 per cent, respectively, during World War I. The dogged and patriotic foresight of these car service officers undoubtedly saved the railroads from seizure by the government during the late war. Even more important than that, it probably made victory possible to the allied arms—because how could America have supplied its own armed forces and, in addition, served as the "arsenal of democracy" if a shortage of transportation had held down national industrial output to the increase of only 12 per cent above prewar which was all that was attained in World War I?

No two wars are alike and the principal railroad problem in the next conflict will probably not be the same as it was in the recent war. With the lengthening of the range of bombing planes and guided missiles, not to mention atomic weapons, the railroads can scarcely hope to avoid the probability of suffering some physical damage at enemy hands. Top military authorities believe that, hereafter, industry and transportation will not be merely the necessary supporting force behind the armies, but that they will constitute the very center around which the conflict will rage. Two wars have at length taught predatory nations that they cannot hope to win if this country's industrial and transportation machine can be brought into full production against them. It follows that we need have little if any fear of having to fight a war unless the enemy is given reason to believe that he can knock out a substantial proportion of our productive and transportation capacity before it goes to work on him.

Where the Next War Will Start

Military men, that is, do not believe there will be another "Pearl Harbor" against our military or naval installations—but, rather, that we have every reason to expect that an effort may be made to make a surprise target of our industrial and transportation plant. Just as the actual Pearl Harbor attack either would not have occurred at all, or would have done relatively little harm, if the fleet had been dispersed and otherwise protected to minimize the damage—it follows that foresighted precautions, including dispersal, in industry and transportation afford the best guarantee that there will be no "Pearl Harbor" assault on our productive capacity. If such an attack, nevertheless, should come, and we are adequately prepared for it—so that a sudden enemy blow at our productive and transportation capacity does not seriously cripple it—then the enemy will wind up as sorry he ever took us on as the late Messrs. Hohenzollern and Hitler doubtless were. In no case,

however, is any enemy going to make the fatal mistake these two departed warriors did and allow this country two or three years of time in which to beat its ploughshares into swords.

Not Entirely a Government Responsibility

Considering the keg of dynamite—or fissionable atoms—on which American industry and transportation appear to be sitting—if the militay opinion is true that they are the enemy's primary target—they have, so far, shown surprisingly slight concern about their situation. When facts are truly awe-full, as these are, it takes a while for them to sink in. Nobody knows even in broad outline just how much protection should be provided against atomic and guided missiles—or what types of precautionary measures would yield the maximum safeguard in relation to the expense. A little book, written by A. J. Coale for the Social Science Research Council,* goes into this subject more broadly than any other treatise so far available. It does not pretend to give all the answers, but it does raise most of the more obviously important questions. It is a book with which top managements of at least the larger railroads could profitably familiarize themselves—because the railroad industry is inextricably involved in any and all steps which may be taken for military protection of the country's industrial capacity.

There are at least two aspects to this problem as it confronts the railways, i. e., (1) the protective measures which should be taken to assure operation of all essential railway routes despite any possible enemy action, and (2) the shifts and changes which may be necessary in the provision of railway facilities to accommodate relocation of industrial plants undertaken for defense reasons. Some of the changes in the second category the railways involved will doubtless make automatically and at their own expense, simply as a part of their continuing program of taking care of the needs of their customers. There are, however, some high concentrations of railroad routes here and there which are not only no disadvantage to efficient railroad operation but are a positive benefit to it—under peacetime conditions. If alternative routes have to be provided in such situations—purely for military reasons and not serving a useful economic purpose—then the cost ought to be borne by the nation as a whole rather than be laid upon the owners of the railways and their commercial patrons.

The problem is too big to be solved correctly or completely by any centralized "great brain" in Washington. Just as in the matter of wartime car service,

* "The Problem of Reducing Vulnerability to Atomic Bombs," published by Princeton University Press.

Profitless Popularity

There exists conclusive evidence that—as of last year—the railroads were way out in front of all other major industry in their popularity with the public; and, at the same time, that something is radically wrong with their machinery for translating good will into net income, because the industry stood at the very bottom of the list in its 1946 rate of profit.

The American Petroleum Institute, last year, employed the Opinion Research Corporation to make a survey of public opinion on a number of questions of importance to the petroleum industry. The findings of the survey have been published as a handsome illustrated volume, copyrighted by the A. P. I., which has courteously consented to the summarizing here of some of the disclosures of the survey which are of significance to the railroads.

Presented with a list of six big industries, respondents chose the ones they "knew the most about" in the following percentages: Automobile, 29 per cent; railroads 23; coal 8; oil 7; steel 7; chemical 5.

To the question "which industry is the best in providing employee benefits" (pensions, paid vacations, etc.), the replies ran in the following order: Railroads 61 per cent; automobile 6; oil 5; steel 4; chemical 2; coal 1.

The public also rated the railroads ahead of all other industry in providing the steadiest employment. The percentages were as follows: Railroads 56 per cent; automobile 10; steel 9; oil 8; coal 5; chemical 4.

The railroads topped the list on replies to the question: "Of all the large industries in the country, is there any one which you feel is doing a particularly good all-round job?" The percentages of the principal answers were as follows: Railroads 14 per cent; automobile 7; steel 5; chemical 4; oil 4; agriculture 3. Replies of 2 per cent were achieved, each, by communications, food manufacturing, electrical manufacturing, and coal.

The railroads had by far the highest rating on the question: "Which of these industries do you think the most favorably of?" The percentages ran as follows: Railroads 31 per cent; automobile 19; chemical 12; oil 9; steel 9; coal 5. Of the respondents thus favoring the railroads almost one-third based their good opinion on the quality of railroad *service;* one fourth mentioned *labor relations;* another fourth pointed to the railroads' *war job;* only one-seventh mentioned the *essentiality* of railroad service.

The railroads were near the bottom of the list of industries thought of least favorably. Only 4 per cent of the respondents named them for this unenviable position as compared to 3 per cent who chose the oil industry. The No. 1 place on this question was attained by the coal industry, with 22 per cent. The automobile industry drew 11 per cent; steel 10; chemical 5. The chief criticism of the small fraction who did find fault with the railroads was the alleged "lack of progressiveness" of the carriers.

The railroads were also far down the list of leading industries which respondents believe need stricter regulation by the government. The ratings were as follows: Coal 24 per cent; steel 22; automobile 18; oil 17; railroads 16; chemical 14.

The railroads were not ranked high on the question: "In which industry would you say there is the greatest competition among companies?" The comparative ratios were: Automobile 64 per cent; oil 11; railroads 5; steel 4; coal 2; chemical 2.

The public does not rate the railroads high as profit-earners. Asked what industry "makes the greatest percentage of profit," respondents named their choices as follows: Automobile 31 per cent; oil 15; steel 15; chemical 7; railroads 6; coal 2.

Comparative profits of these major industries in 1946 (percentage of net income to net worth), as compiled by the National City Bank of New York, were as follows: Chemical 14.7 per cent; oil 12.6; steel 7.5; coal 7.5; automobile 6.9; railroads 2.3.

real effectiveness is far more likely to be attained if there are thousands of "planners" familiar with the details of the problem, and scattered throughout the country, than if nobody but the top military authorities are concerned with it. Moreover, the solution finally adopted will doubtless fit in far better with the convenience of the railroads if they assume the initiative in tackling it. If the job is undertaken when the hour is late, it will doubtless be done entirely to the specifications of the War Department and with little or no consideration for the welfare of normal railroading. Self-interest as well as patriotic considerations suggest the advantage of railroad attention to the problem, now.

The Diesel in Suburban Service

An article reviewing the freight motive power situation in last week's issue of the *Railway Age* referred to available evidence as substantiating the conclusion that the profitable use of Diesel-electric locomotives is not confined to assignments on which high monthly mileage can be made. This conclusion regarding the Diesel in freight service is probably just as true of passenger service, for the action of the Central of New Jersey in operating Diesels designed specifically for short-haul passenger runs is evidence that this versatile motive power equipment can be used advantageously for such work.

What are the reasons for using a Diesel-electric locomotive in relatively low-mileage passenger service? In accepting delivery of the first 2,000-h.p. double-end Diesel-electric locomotive for the C. N. J. last November, William Wyer, chief executive officer of the road, said that "the aim of the Jersey Central Lines management is to give the railroad complete independence from the use of bituminous coal." With strikes in the coal industry an ever-present threat to the operation of any railroad using coal as a locomotive fuel, that reason alone would be sufficiently persuasive for many. In general, however, the basis for the selection of the Diesel-electric locomotive to do a particular job is the savings afforded by the inherent characteristics of the Diesel which give it operating advantages over steam power.

In short-haul passenger service the double-end Diesel can, in a few minutes, be switched from an incoming to an outgoing train at the station without a movement to the turntable, a feature that permits the assignments to be dovetailed closely. The locomotive does not have to be serviced after each run and refueling can be done at one terminal—servicing and facilities for servicing can be eliminated. Its power plant can be easily shut off when the layover time justifies such action—standby losses are reduced. No hostler has to keep an eye on the locomotive during standby time—non-productive labor is cut down.

These operating advantages of the Diesel are some of the reasons why it is economical to use it in low-mileage passenger service. Locomotive costs per mile may be high but this basis for gaging a locomotive's worth can be misleading if other operating economies are ignored.

Uncle Sam as Deck Hand

Having a rich uncle and being under no necessity to pay him income taxes or otherwise earn its keep, the federal barge line can set the competitive pace. That is a situation much to the liking of the shippers, big and little, who can use water carriage of their freight in the Mississippi basin. Friends of the federal barge line, most vociferously those officially connected with it, have often proclaimed that it didn't matter that government lost money in the barge business, since federally owned boats not only did business at rates much lower than railroad freight rates but also lowered water-and-rail combination rates over reaches far beyond the river ports.

The ethical or moral aspect of employing public funds and governmental privileges and authority to compete with the privately owned railroads seems never to have bothered our statesmen very much. From a certain point of view the railroads are always semi-criminal and always gorged with unholy profits. That point of view may be passing, but only slowly.

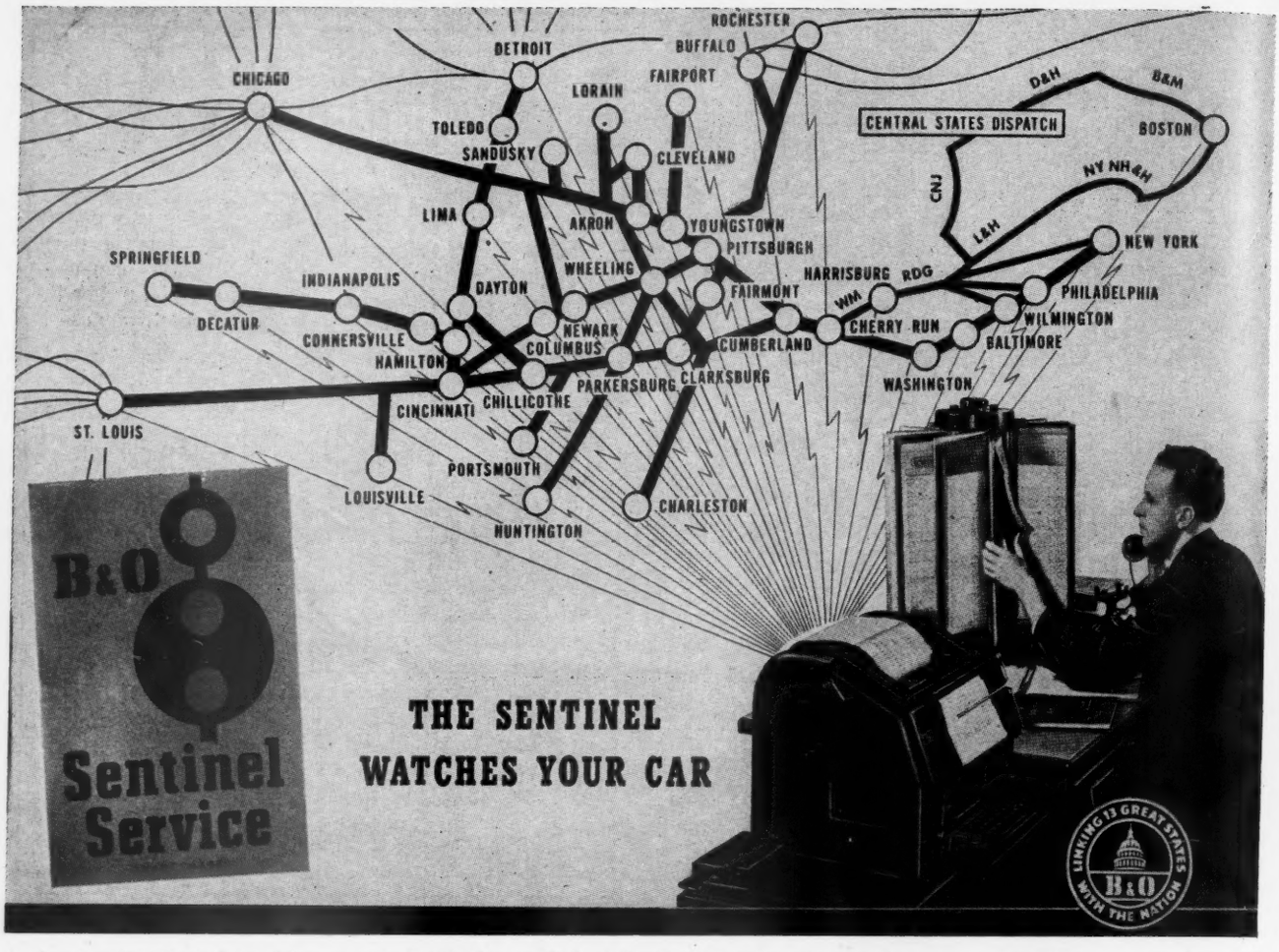
But now the Mississippi Valley presents the novel spectacle of honest and hard-working barge men, with their own money invested in deteriorating equipment, at war with what they regard—rightly, we think—as a vicious perversion of the legitimate functions of government. They may accomplish something which the railroads of the Middle West have for a quarter of a century been unable to do.

—*The Wall Street Journal*

Maybe a Nod Will Do

Top railway purchases and stores officers, as well as many junior officers from all parts of the United States, Canada and a number of foreign countries, will assemble in Atlantic City during the week of June 23-28 to attend the 21st annual meeting of the Purchases & Stores Division of the Association of American Railroads and the large exhibit of materials, appliances and equipment scheduled by the Railway Supply Manufacturers' Association in connection with the meetings of both the P. & S. and Mechanical Divisions. Through experience, these men realize the benefits to be gained from these important activities, and their efforts in the past in encouraging their associates to attend and participate in them have played a major part in the rapid growth of the Purchases & Stores Division.

The junior officers of today will be the senior officers of tomorrow. They are the men who must carry out the practices recommended by the various committees. To prepare them adequately for positions of greater responsibility they should be given the opportunity to discuss their problems with men having similar interests. To the end that they are afforded this opportunity, railway managements should encourage their junior officers to attend the division's meetings, defraying all legitimate expenses, at the same time impressing upon them their responsibility to bring back from the sessions a heightened perception of the opportunities that lie ahead, which can come to fruition only from a pooling of ideas and experiences.



A circular distributed to shippers sets forth the symbol of Sentinel Service; the points between which it is available; and a photograph of one of the desks at Baltimore, Md. which "watches" each car tagged for "SX"

"Sentinel" Freight Service on the B. & O.

Personalized "traffic planning" for individual shippers giving "siding-to-siding" schedule information, plus constant checking on performance, provides customers' tool

SENTINEL freight service between most important points on the Baltimore & Ohio provides shippers with a brand-new aid in the conduct of their day-to-day transportation over the road and its connections. Termed "revolutionary" by a number of industrial traffic managers in letters of opinion on the new system of purveying up-to-the-minute intelligence on the movement of shipments, "Sentinel" was inaugurated on March 3, covering more than 30 principal cities on the B. & O. system, as was announced in the *Railway Age* of March 8, page 510.

This innovation in shipper relations consists principally of two separate, though complementary, devices. One is the furnishing to the individual consignor or consignee of a "traffic plan" to cover his recurring inbound or outbound shipments. By means of this plan he knows the exact *latest* cut-off or placement time—on his private siding or at a public facility serving him—of any shipment entitled to "Sentinel" service. The other service is the automatic and immediate notification, of both shipper and consignee, if, and as soon as, any interruption to the "traffic plan" arises.

In short, the B. & O. now administers a perpetual tracing and expediting scheme. In contrast with the ordinary *ex post facto* tracing of cars, long after delay has occurred, which is time-consuming and frequently discriminatory (the wheel that squeaks the loudest often gets the most attention), "Sentinel" is extended automatically to more than 400 separate origin-to-destination services and to all commodities, except certain bulk shipments (for which expedited handling is not essential). If the commodity is eligible and origin and destination—or interchange—points are among the more than 30 cities now included in the scheme, the shipper gets the service without asking for it.

As is indicated on the table of "Sentinel" cities, the new service is provided

at 29 origin points and an equal number of destination points, although it is not at present in effect *between* all points listed and is, in some instances, applicable in only one direction. More than 400 individual terminal-to-terminal hauls are covered, as has been mentioned.

"Blue Book" for Shippers

As an essential element in the service, the railroad has prepared a large number of copies of what is termed the "Blue Book of Sentinel Service" for distribution to regular B. & O. shippers by on-line and off-line freight representatives. Looseleaf in form (for easy addition of new or extra information), bound in leatherette, and fitted with heavy finder section tabs, the "Blue Book" is prepared in a separate "edition" for each principal city served by the plan. Thus, the volume for customers in Chicago presents the pertinent data on B. & O. service to and from Chicago, with all other cities in the service considered as away-from-home points.

In each edition, shippers are given a page listing all B. & O. freight station agents in the city and local personnel which he may consult with respect to billing, car inspection, car records, car supply, claims, demurrage, l.c.l. arrivals, packing, rates, reconsignments, schedules, tracing and weighing. At the page's head there appears a conspicuous blank space in which the road's traffic representative may insert his business card, giving name and telephone number.

There follow then, in alphabetical order, looseleaf data on each city to or from which "Sentinel" service is effective. These data comprise, in brief, a full-page facilities map of the city and separate pages listing terminal facilities, team tracks, specialized facilities (such as automobile unloading, piers, crane-equipped yards) and interchange points, respectively, each of which is keyed to the map, and for each of which there is given a "latest placement time"—the actual hour and minute—from the East and from the West.

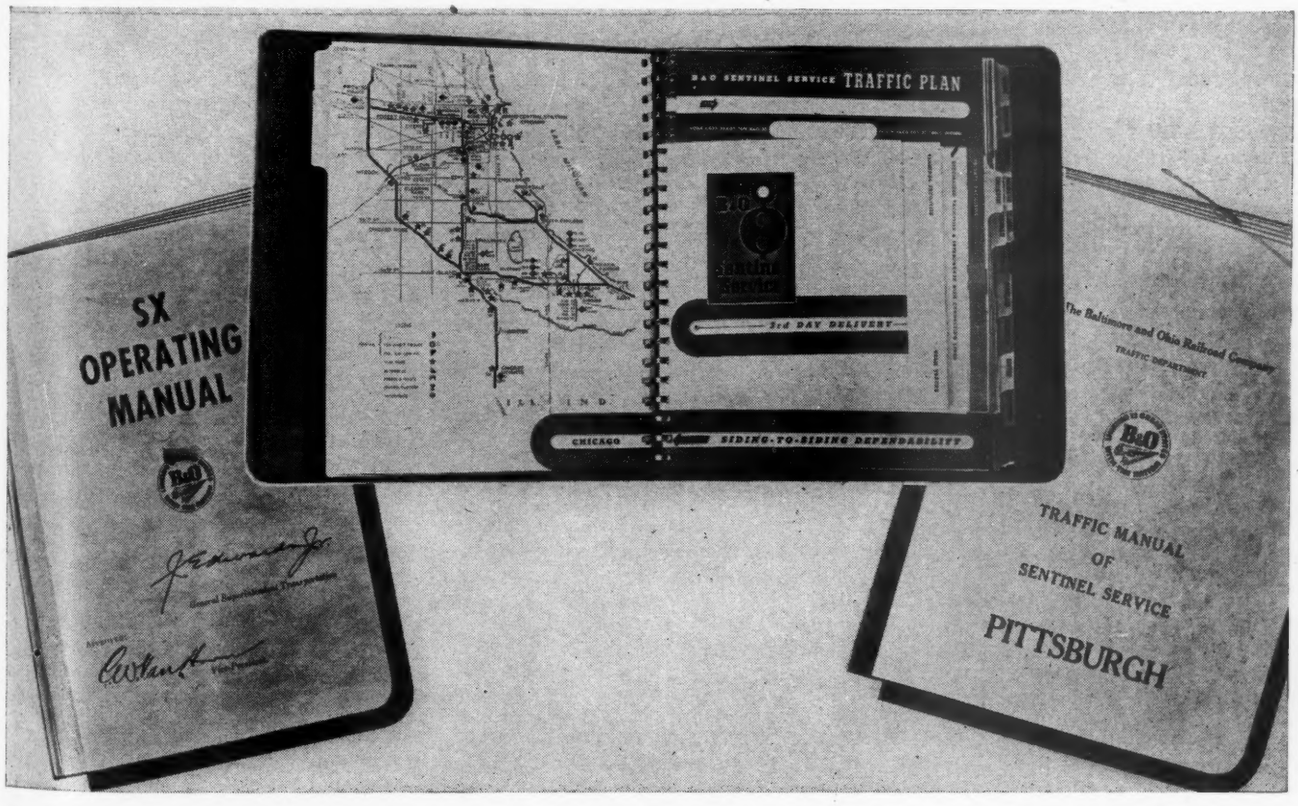
These pages are followed by forms in which the traffic representative inserts actual time of placement or cut-off of shipments to or from the destinations listed. Information regarding switch pulls and placements at private sidings the traffic representative ascertains from a special schedule book which has been prepared for each "Sentinel" city in connection with the new service.

A sketch of the activities of a hypothetical shipper will illustrate the part which the "Blue Book" plays in the service:

Our man has a plant in Chicago, into which he moves semi-finished material (eligible for "Sentinel" service) and out of which he moves finished products. Most of the former comes from Newark, Ohio, a "Sentinel" city. By reference to the schedule—by days—of the road's arranged or "Quick Dispatch" freight service, he finds that he may expect a two-day service.

But he wishes a more refined breakdown to the actual time of day of pick-up and placement. By reference to the "Traffic Manual of Sentinel Service," which is the source of data on cut-off and latest placement times, the B. & O. traffic representative inserts in his client's "Blue Book" traffic plan, under Newark, the name of the consignor and the cut-off time at the siding, and above it, in a more prominent position, the time at which cars made ready at origin at cut-off time will be placed at the client's own siding in Chicago.

Since the Chicago customer ships to a large number of destinations his "Blue Book" will be well-filled with notations. For shipments to a consignee at Toledo, Ohio, the traffic representative will write in the cut-off time at the shipper's siding in Chicago and the placement time at the consignee's track. For less regular shipments to a customer in Baltimore, Md., who does not possess a siding, our man has only to look at the Baltimore facilities map, ascertain the proper team track and note down on his traffic plan the latest placement time listed therefor on the printed looseleaf



These three books are the foundation of Sentinel Service; the operating manual for the railroad's operating and traffic employees; the "blue book" designed for the top of the shipper's desk; and the manual for the information of the traffic representatives

sheet. As for a shipment for an off-line point, via Washington, D. C., and a connection at Potomac Yard, Va., he has only to glance at the list of latest placement times for individual interchange roads in the Washington section of his "Blue Book" to know what he may expect in performance en route from his loading platform to the end of B. & O. rails.

In each case, the transit time, in days, in relation to Chicago appears prominently on a separate sheet for each point.

Automatic Records

The other half of the "Sentinel" service is a constant automatic check on the movement of the freight and immediate notification of consignor and consignee if, for any reason, it appears that the shipment will not be delivered according to the siding-to-siding schedule set forth in the "traffic plan." If neither the shipper nor consignee receive any news, it is good news—placement "on the advertised."

When a road train is made up in an origin yard at a "Sentinel" point, the waybills are sorted in the yard office and those covering carload shipments eligible for that service are tagged with a prominent "Sentinel" service trademark sticker (See illustration). A teletype of the outgoing train is then put on the printer, each "Sentinel" car number being suffixed with an "SX" ("Sentinel" symbol). The teletype is dispatched to Baltimore, to the next point at which the train will be yarded, to the traffic department having jurisdiction over the origin point, and to any other interested parties. Thereafter, until delivered to consignee or connection, the "Sentinel" cars are under the constant control of an automatic record system.

Under instructions which were formulated jointly by the traffic and operating departments of the railroad, terminal trainmasters, general yardmasters and division superintendents out on the road check to make sure that tagged carload shipments:

(1) Are pulled at or before cut-off time;

(2) Depart in the proper "Quick Dispatch" freight train;

(3) Remain in the block to reach the destination "on the advertised";

(4) Are placed at destination on or before latest placement time.

This check is made by automatic comparison of waybills with teletyped train and transfer consist departure reports. If a tagged car is not on Train No. 94 out of Willard, Ohio, for example, when it ought to be if it is to reach its destination on time, the yardmaster must then "balance his books" by notifying the central "Sentinel" record office at Baltimore, by wire or teletype, of the delay, the expected duration, and the cause. Baltimore, in turn, wires the traffic offices serving the consignor and consignee, respectively, and the two parties most interested in the car's movements receive a prompt telephone call or wire notifying them that their car will probably not arrive on schedule.

For even speedier transmission of the information to shipper, certain "Sentinel" city traffic offices have made arrangements to receive from classification yards which handle the bulk of their shipments teletyped train consist departure reports(often they are *received* before the train actually leaves the yard) which they can check against their system passing report—in the case of inbound loads—or the chief dispatcher's list of cars billed and pulled from origin sidings—in the case of outbound shipments. Thus, the Chicago freight traffic staff can tell from teletype train reports from Williard whether shipments originating in Chicago have departed from Williard on the correct preference freight train and whether shipments destined to Chicago are likely to arrive on schedule. This special reporting does not in any way supplant the receipt and use of system passing reports from Baltimore, and any action which Chicago may take as a result of such information constitutes a double-check on "failure" wires dispatched from the central automatic records office.

Shippers Enthusiastic

Sentinel service is in large measure a direct response to the expressed desires of on—and off-line customers of the B. & O. An intensive survey by the road's traffic department made several years ago revealed that shippers were a great deal more interested in obtaining good performance on existing freight schedules than in a drastic speed up "on paper." They rated as equally important some means whereby they could receive notice when shipments were delayed.

Consequently those upon whom B. & O. representatives have called since announcement of "Sentinel" service have shown a wide-spread enthusiasm for the idea. Some termed it "revolutionary"; others said they would keep the "Blue Book" right on top of the desk; one customer said, "if I don't hear from you, I'll know my cars are okay."

The skeptics among them were not critical of the service innovation itself; they simply doubted that the work which it entailed for the railroad staff could be performed. The B. & O. declares itself hopeful that their doubts already have vanished.

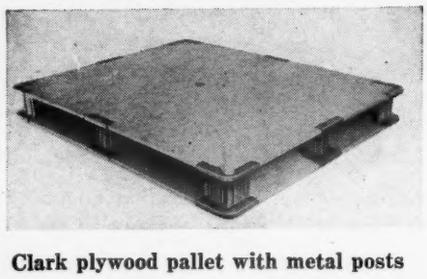
Another critic—and only one—said the road oughtn't to spend money in such a manner. The railroad's answer is two-fold: (1) Money spent in personal service information for carload customers is well-spent; and (2) the service in no way increases direct train operating expenses—it has been based upon the B. & O. "Quick Dispatch," arranged freight service (the "90" trains).

Result of a Year's Testing

To make certain that "Sentinel" was practicable, the traffic and operating departments of the road tested its operations—a "dry-run" in Army lingo—for more than a year. In connection therewith, waybills were tagged, reports rendered, and action taken to make certain that advertised schedules were sufficiently expansive to cushion the inevitable effects of heavy traffic and equipment shortages. And every schedule and every plan of operation had to undergo a gamut of initialing indicating approval by scores of offices before the service was finally announced to the customers and prospects as "siding-to-siding dependability."

Plywood Pallets

As companion units for its fork lift trucks, the Clark Tructractor Division of Clark Equipment Company, Battle Creek, Mich., has introduced light-weight plywood pallets. Double faced, these pallets are constructed with ⅝-in. plywood decks, with corner and intermediate posts of either the same material or of metal. They are designed for four-way fork entry and use with either hand-lift or motorized pallet trucks.



Clark plywood pallet with metal posts

Among the advantages claimed for the pallets are unbroken splinterless surfaces, minimizing load damage; ease of strapping and handling; and suitability for safe tiering. Clark pallets are made in sizes ranging from 30 in. by 40 in., with 2-in. vertical clearance and weighing 36 lb., up to 48 in. by 60 in., with 3¾-in. clearance and weighing 89 lb. They are said to have a load-carrying capacity of 4,000 lb. and a static load capacity of 16,000 lb.

Can Crosstie Service Life Be Doubled?

Possibilities are seen for accomplishing this objective through a solution to the problem of mechanical wear, thereby producing important savings for the railroads*

By H. F. JEFFERSON[1], C. A. RISHELL[2] and HERBERT B. McKEAN[3]

WHAT are the facts regarding the present service life being obtained from timber crossties and the possibilities for extending this life further by adopting measures to reduce or eliminate mechanical wear in the form of rail or tie-plate cutting, spike killing, and splitting? A critical study of this subject made for the purpose of obtaining answers to these questions has developed evidence indicating that there is a decided need for improving the wear resistance of ties and reducing splitting. The information available also shows that there are many possibilities for accomplishing these objectives and thereby adding considerably to the service life of crossties.

Investigation shows that considerable differences of opinion prevail among railroad men and others regarding the problem of mechanical wear and how to overcome it. In considering the problem the authors have attempted to evaluate the available information in an objective manner and to present only that which seems to be most reliable. Even so it is entirely possible that the data and ideas presented here will not be in complete agreement with the opinions held by many others.

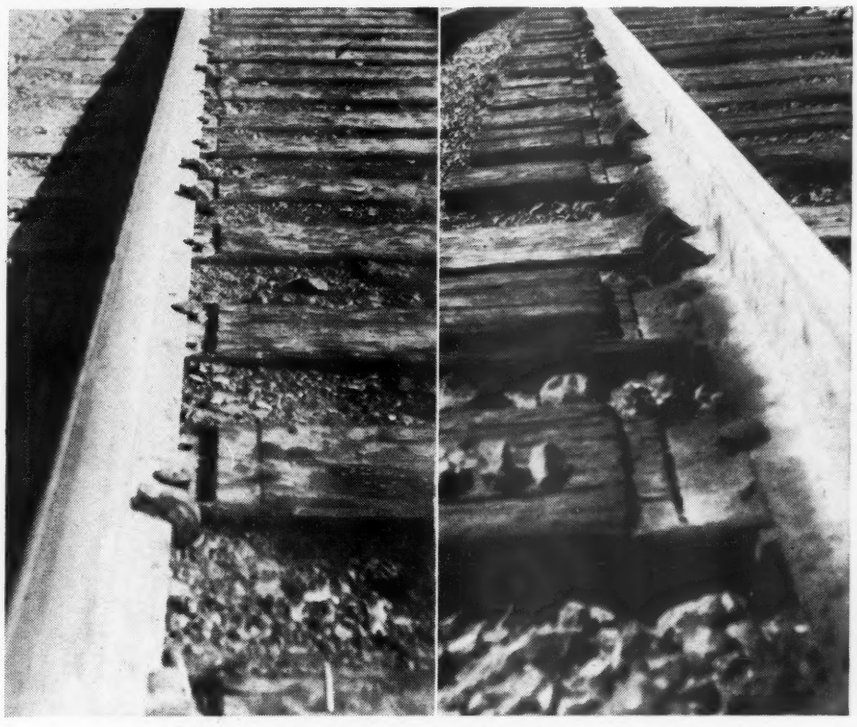
What Is Life of Ties?

Various agencies, including most railroads, the American Railway Engineering Association, the American Wood-Preservers' Association, the Forest Products Laboratory, and others, have been inspecting crossties for many years in order to arrive at an estimate of the service life being obtained. As the result of such inspections it is generally accepted that, with the aid of timber preservatives, the life of crossties have been increased from somewhere between 3 and 9 yars to between 20 and 30 years. However, because many ties now fail for reasons other than decay, such as mechanical wear, even this increase does not represent the maximum potential value of preservative treatment.

Many persons contend that the average service life of crossties is about 30 years. However, figures compiled by the Committee on Ties of the A.R.E.A. show that the average annual rate of tie renewals for all Class I roads in the United States for the five years ending with 1945 was 4.6 per cent, which would indicate an average life of less than 22 years. This figure, it should be noted, is an average for all types of service on all roads. Since renewals on secondary routes are lower than those on main lines, it is extremely difficult to believe that the railroads are getting more than 20 years average service life from their ties in main-line tracks.

What makes it necessary to replace ties? A study of the report of the American Wood-Preservers' Association on crossties service discloses that mechanical failure is a very important cause of limited service life, especially with the less dense woods. In an extreme case 71 per cent of the ties installed in a test track failed as a result of mechanical conditions. These ties were creosoted Douglas fir in which the retention of creosote was 11½ lb. per cu. ft. of wood. Perhaps, as indicated, this example may represent extreme conditions; on the other hand the data given are based on results obtained from a test track, and many railroad men believe that such track receives better treatment from section crews than that at other locations. Certainly, no one will disagree with the statement that treated ties of low-density wood are much more apt to fail as the result of mechanical defects than through fungi infestation. Even in the denser woods service records disclose a high proportion of mechanical failures.

Photos by Lee Spencer



Left—Serious plate-cutting like this, evidenced in ties only six years old, can lead to premature failure. Right—Showing plate-cutting in 1938 ties under 131-lb. rail laid five years ago

* Abstracted from a report presented before the annual meeting of the American Wood-Preservers' Association at Portland, Ore., April 22-24.

[1] General manager, Nettleton Timber Company, Seattle, Wash., and chairman, Committee on Products and Research, National Lumber Manufacturers' Association, Washington, D. C.

[2] Director of research, National Lumber Manufacturers' Association.

[3] Assistant director of research, National Lumber Manufacturers' Association.

In some quarters on the railroads it is maintained that the average renewal rate of 4.6 per cent mentioned above may be too low to represent actual conditions as they exist today. Those holding this opinion base their reasoning on the following:

(1) During the depression of the Thirties and during the war years tie renewals were kept at a minimum. Consequently, the service life of ties in track was made to appear better than it actually was.

(2) Higher speeds are already introducing serious difficulties having an effect on the service life of crossties.

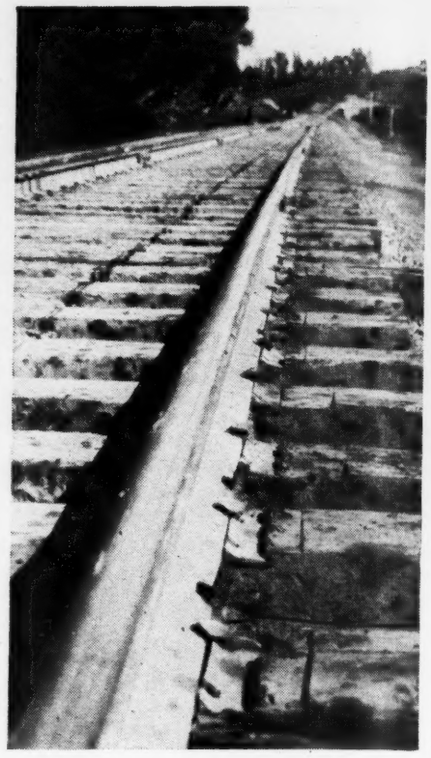
(3) It is reported from the southwestern part of the country that heavy power and high speeds caused more plate cutting in the period from 1940 to 1946 than had occurred during the previous 15 or 20 years. This is an observation of several superintendents on one road.

(4) On a recent cross-country trip a maintenance of way officer spot-checked 21 different railroads. This man examined mile after mile of track in which the ties carried date nails, and failed to find any ties 30 years old. On the other hand he found 1936 ties being removed all over the country. He added that 1931 ties were being removed in considerable quantities, and that in many cases ties dated in the early Forties were nearing failure.

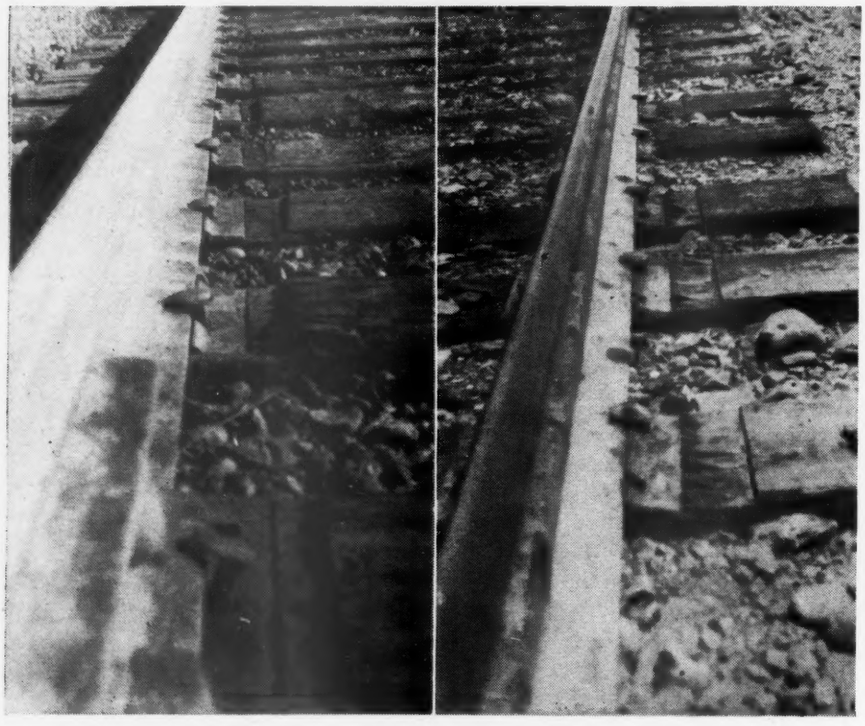
Obviously, the figures on crosstie life that are included in the studies made by various organizations cannot be disregarded simply because they are at variance with the observations of a relatively few maintenance of way officers. However, all figures are subject to analysis and it should be borne in mind that, as indicated above, many of the ties that seemed to have a good service life were in track during the depression and normally might have been removed much sooner. Another factor is the increase in speeds and loads of rolling stock. Because of lighter axle loads and the elimination of the driving rod it is held in some quarters that the increased use of Diesel locomotives should result in a reduction in track-maintenance costs. On the other hand, the speeds and the loaded weights of freight cars have increased to an important extent in the past five or ten years, and the results of these factors on tie service life have not yet appeared in the average figures.

Longer Life Desirable

Regardless of who is right or who is wrong in the controversy over the service life being obtained from crossties, there can be no disagreement with the statement that a highly desirable objective would be accomplished if the life of ties could be increased 10 to 20 years by improved resistance to mechanical failure. Disregarding the cost of the ties themselves, present replacement costs can easily exceed $1,000 per year per mile. Therefore, anything that can be done to reduce the annual rate of renewals would be of benefit to the railroads. In former years the maintenance of way expenses of the railroads amounted to about 11 per cent of their gross revenues. An officer of a large eastern road indicated recently that such expenses are now running about 20 per cent of gross revenues, at least on some railroads. Anything that can be done to lower this ratio would be welcomed by the railroads.



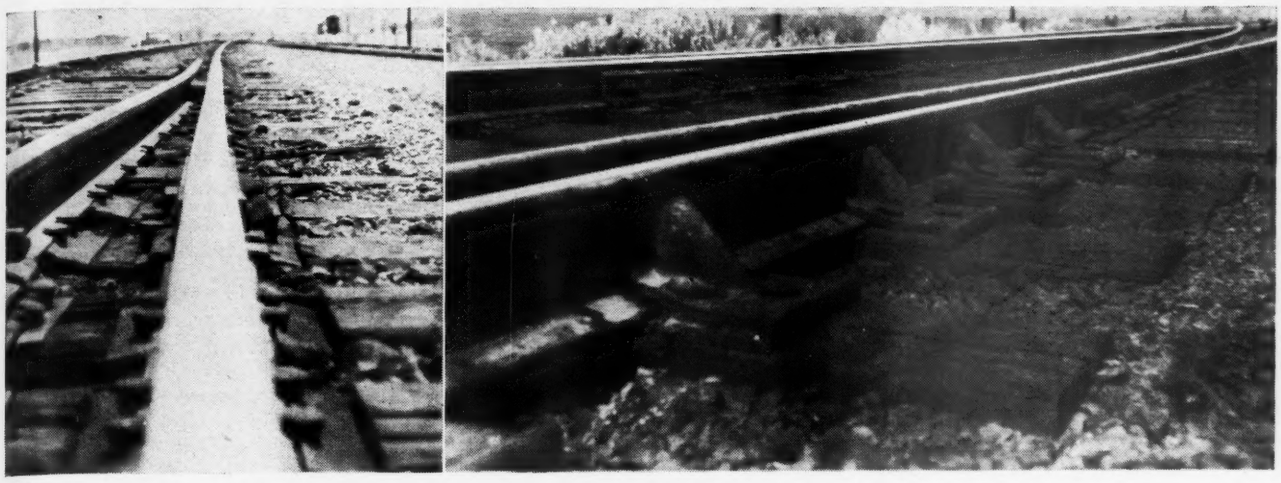
These ties, all severely plate cut, were mostly placed in track in the middle Thirties, although some were installed as late as 1942



Left—Illustrating how far tie plates can cut into the ties in only two years time. Right—The amount of plate cutting shown here took place during a period of only three years

It is not unlikely that whatever means are adopted for extending the service life of ties will be of a nature that will require application at the treating plant. Consequently, it is interesting to see how much increased cost the railroads can afford to pay to suppliers of treated and processed or improved ties. Assume that the average cost of treated ties delivered to railroads is $2 per tie, a very low average figure for today. Based only on the delivered price, the annual charge at 4 per cent interest would be 14.7 cents for each tie having a service life of 20 years. If the service life is increased to 40 years through processing, the annual charge against each tie would be the same (14.7 cents), assuming an initial cost of $2.91 for each tie. Annual charges at 3 per cent for 20 years would be 13.4 cents per tie, which would allow an initial cost of $3.10 per tie lasting 40 years.

Notice that these figures do not give consideration to the cost to the railroads of such items as the installation of ties, or regaging and resurfacing the track,



These two views are significant in that both show ties after 20 years of service at the same location, the difference being that the ties in the picture at the right are located under switch points where longer tie plates and better spiking prevail

or to the savings realized through increased rail life. If the service life of crossties can be increased the railroads will realize large savings on various items of track work, and it is reasonable to expect that, other things being equal, they would gladly pay suppliers the extra 91 cents or $1.10 per tie.

Many crosstie producers and railroad maintenance men will no doubt scoff at the idea of doubling the life of crossties by providing improved mechanical performance. However, when it is remembered that the average life of ties was about trebled by preservative treatment, it is reasonable to expect that an adequate research program can provide processes that will at least double the current service life being obtained from treated ties.

Forest products engineers, in our opinion, are confronted with the problem of either improving the mechanical properties of wood crossties or watching substitute materials make the most serious bid for the crosstie market yet put forth. In general, railroad officers aren't particularly interested in using wood. If a substitute material is developed that proves more economical than wood it will be adopted.

Many will ask: "Can we economically improve the mechanical properties of ties?" Doubtless a similar question was raised about 75 years ago when it appeared to be important to increase the decay resistance of ties. There were, undoubtedly, scoffers for John Bethell (inventor of a process for injecting creosote into wood under pressure) as there were for Robert Fulton. Time, however, has proven both of them to be correct. Now we have reached the stage where another important improvement must be made in crossties if wood is to hold the market.

The problem of improving the mechanical resistance and decreasing the splitting of ties should be no more difficult of solution today than that of providing resistance to decay was 75 years ago. In the first place, it has been shown that the railroads can well afford to pay an additional 90 cents or more per tie having improved properties for resisting mechanical damage. We have a vast store of information on treating and processing wood that was unknown three-quarters of a century ago, and scientists know much more about the structure of wood, the behavior of wood under various conditions, and ways of improving wood properties to meet specific conditions than was known at that time. Therefore, it is reasonable to expect that, with our improved techniques and greater scientific knowledge, research can increase the wear resistance of ties and reduce splitting.

A Few Possibilities

The solution of the problem is not yet at hand. However, it may be interesting to explore briefly some preliminary developments. One possibility is to use larger tie plates securely attached to the ties prior to their arrival on the right of way. To develop this idea satisfactorily a procedure for compressing the wood fibers under the tie plates, as well as methods of securely anchoring the plates in position, must be developed.

Perhaps some synthetic resin can be added to the treating liquid to provide increased hardness. Another approach is to treat only the rail-bearing area with a chemical. There is also the possibility of treating the wood in the rail-bearing area and then permanently compressing the wood in this area under heat and pressure, rather than adzing it. In preliminary experiments with this scheme tests showed that the hardness of the compressed area was increased to nearly 2½ times that of natural wood. Such a treatment should cost less than a dollar a tie. Other suggestions, the merits of which can only be proven by research, are the use of hardened or end-grain dowels in the rail-bearing area, densification of the wood under tie plates, and improved designs of ties and tie plates.

The National Lumber Manufacturers' Association, through its Committee on Products and Research, is endeavoring to unite interested industries in a joint attack on this problem. Considerable interest has been aroused. The support of the lumber industry seems to be assured and some actual subscriptions are already in hand. A cooperative program between the lumber industry, the railroads, and the wood-preserving and crosstie industries would have advantages which none of these groups could provide alone. In the first place, railroad technicians have gathered a mass of statistical data and research information which is probably not available anywhere else. In all probability no other organizations are in a position to judge the economies of various suggested processes as are the railroads themselves. Only with the cooperation of the railroads can the results of laboratory experiments be tested in actual service.

A joint attack on the problem, such as that proposed by the N. L. M. A., would bring into the field of research entirely new and fresh minds. The technicians of the wood products industry are probably more familiar with problems connected with the use of wood than are others. These technicians would view the problem from an entirely different angle and with broad experience in the production and use of wood. What is probably most important of all, a cooperative program would bring together the foremost talent within all groups to direct the scientists who will actually conduct the research work.

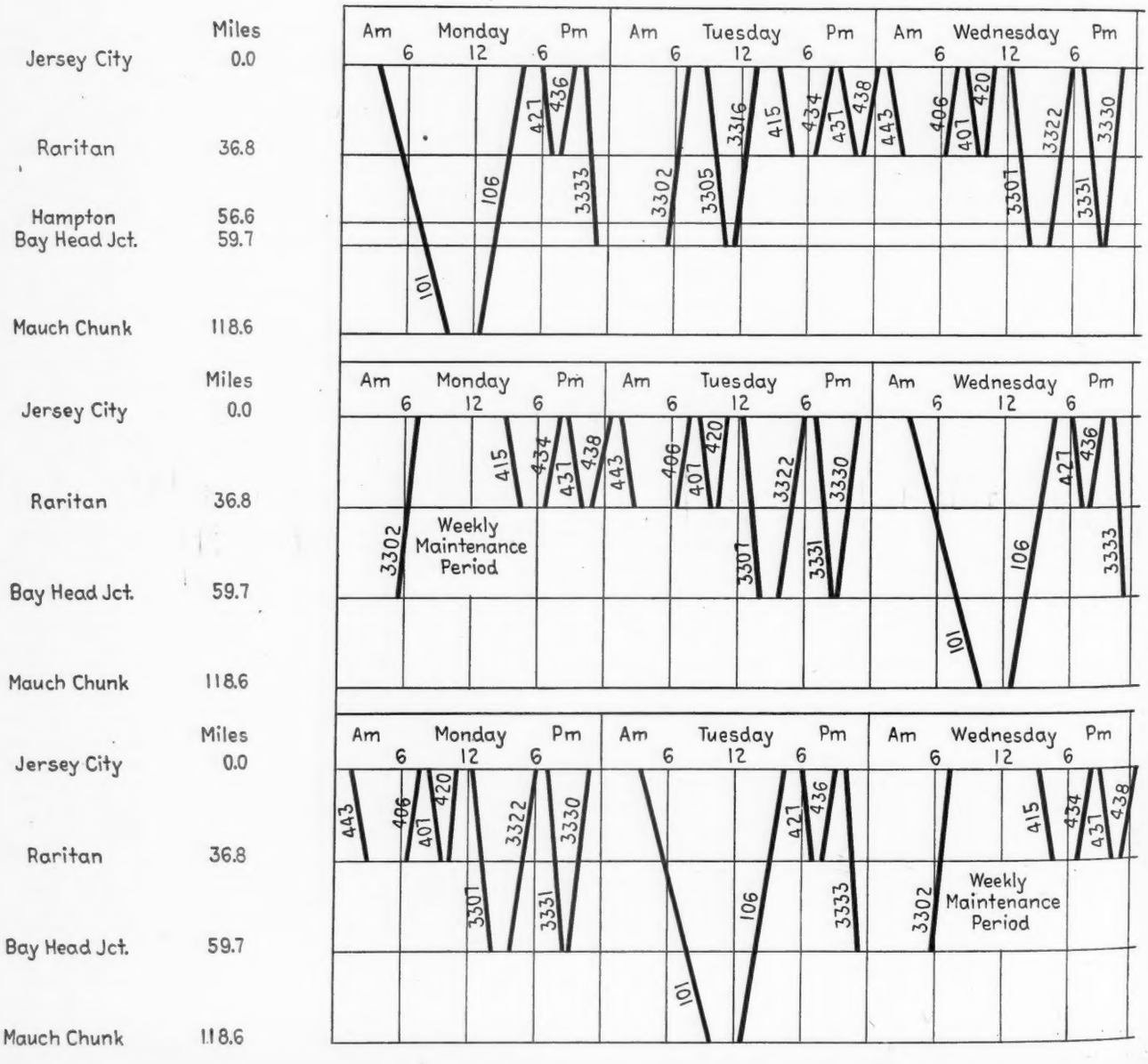
C. N. J.'s Dieselized Suburban Service

Three 2,000-hp. Diesel-electric locomotives, built by Baldwin, assigned to suburban runs of varying lengths—Turntable moves eliminated by design featuring operating cabs at both ends

LAST November the Central of New Jersey received from the Baldwin Locomotive Works a 2,000-hp. Diesel-electric locomotive having an operating cab at each end. This locomotive, designed especially for suburban passenger service, was the first of its type to be produced by any builder. Subsequently, in December and February, two more units of the same design were placed in service.

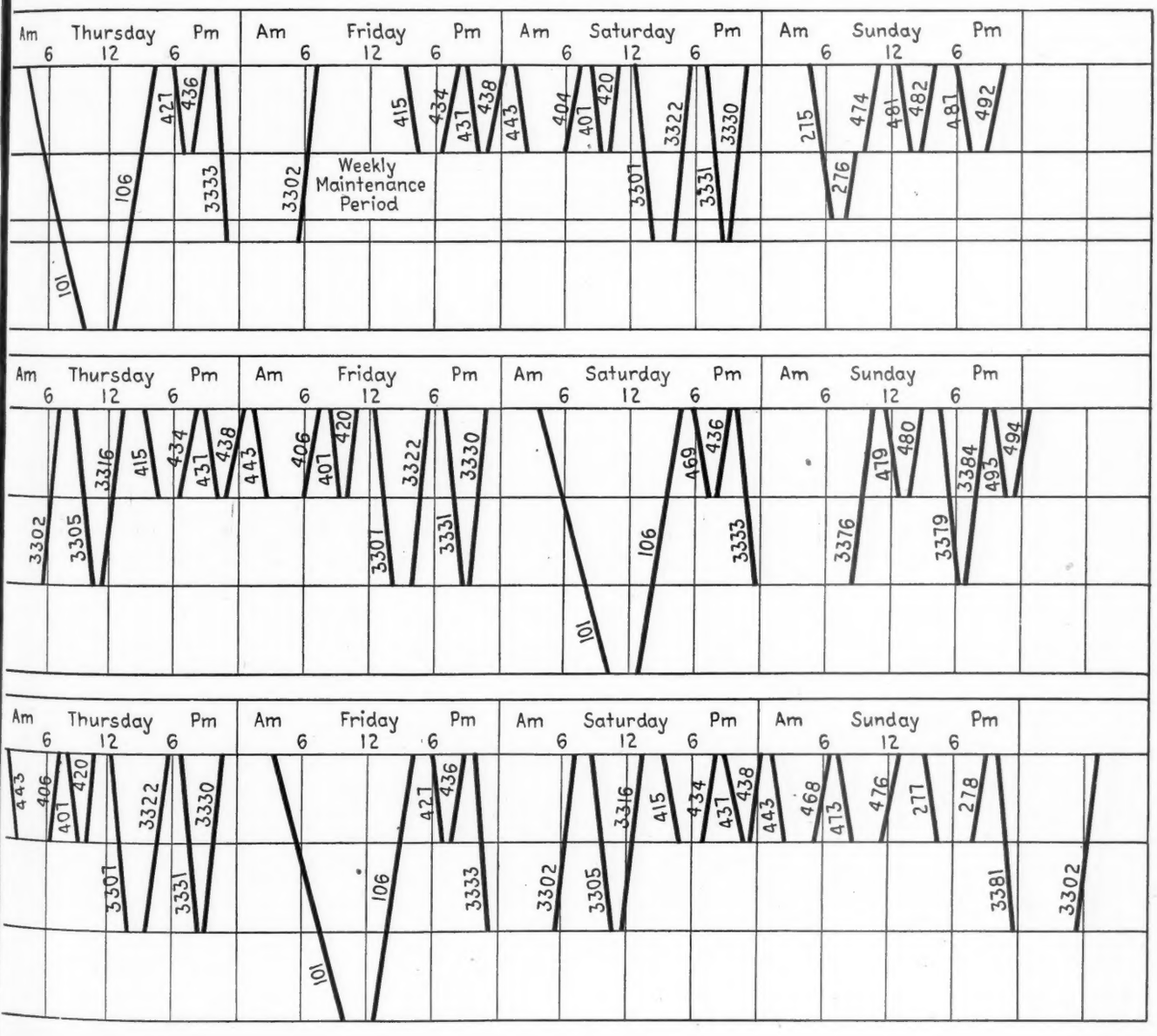
After the delivery of the third locomotive in February the weekly train assignments of the three locomotives were set up by the operating department on a basis that would produce the maximum utilization permitted by the scheduled train service and also fit the requirements for refueling operations and maintenance work. These assignments are shown graphically on the chart. The three graphs are the assignment cycles for the three locomotives during the same week, but instead of repeating that same cycle for each week, the schedule is worked out so that each locomotive operates the three cycles

WEEKLY ASSIGNMENTS OF THREE



during three successive weeks and starts over again on the fourth week. As an example, the weekly assignments of the locomotive plotted at the top of the chart, and also set forth in the table, show a locomotive leaving Jersey City, N. J., on Train No. 101 at 3:30 a.m. on Monday and arriving at Mauch Chunk, Pa., at 9:45 a.m. the same day. It leaves Mauch Chunk at 12:45 p.m. on Monday on Train No. 106 and gets back to Jersey City at 4:23 p.m. This locomotive follows the assignments shown on this section of the chart until Sunday when it is shown arriving at Jersey City on Train No. 492 at 10:11 p.m. as its last run for that week. On Monday it swings over to Train No. 443 shown at the bottom of the chart, and finishes the second week by hauling train No. 3381 to Bay Head, N. J., on

2000 HP DIESEL-ELECTRIC SUBURBAN LOCOMOTIVES



Sunday of the second week. It starts the third week by pulling Train No. 3302 from Bay Head to Jersey City, as shown in the middle section of the chart. Thus, three locomotives rotate on all the jobs charted in a three-weeks period.

The weekly mileages of the three weeks in the complete cycle of assignments are 2,301, 2,372 and 2,327. These give daily average mileages of 329, 339 and 332.5 respectively, and the average for the complete 21-day cycle is 333 miles a day.

As indicated on the chart the time between a locomotive's arrival on one train and departure on another is frequently less than an hour and in such cases the double-end feature of the units is a necessity as it permits the locomotive to be switched at the station directly to the outgoing train. If the locomotive had an operating cab at one end only it would have to be moved to a turntable or wye track and turned around before it would be ready to haul a train in a direction opposite to that of the arriving train.

It is estimated that the three units have taken over the assignments of seven steam locomotives. With steam power the run from Jersey City, N. J., to Mauch Chunk, Pa., and return on trains Nos. 101 and 106 was the entire daily assignment of one locomotive. The Diesel-electric locomotive handling these trains makes the same run and in addition makes a round trip from Jersey City to Raritan, N. J., and return on trains Nos. 427 and 436 and then goes to Bay Head, N. J., on train No. 3333, all on the same day.

Some of the schedules have been shortened because of the better acceleration characteristics of the Diesels in comparison to the steam locomotives that formerly handled these trains.

The assignments shown are based on the winter schedules. Effective with the change in timetables on April 27, 1947, the assignments were revised and rearranged to suit the summer train service schedules. Although the general assignment scheme shown in the chart was followed, a somewhat better utilization of the locomotives was obtained because of added train service. An increase of approximately 200 train-miles in the weekly locomotive assignment shown at the top of the chart is typical of the differences made in the operation of the locomotives.

The Baldwin-built locomotives have an A1A-A1A wheel arrangement over which is distributed a weight, in working order, of 375,000 lb., or 62,500 lb. per axle. The trucks are the General Steel Castings Corporation's one-piece design equipped with 40-in. wheels and Timken roller bearings on the journals. The truck wheelbase is 15 ft. 4 in.; that of the total locomotive is 64 ft. 6 in.

The maximum speed of the locomotives is 90 m.p.h. At 30 per cent adhesion they produce a starting tractive force of 75,600 lb. and they have a continuous rating of 29,500 lb. at 21 m.p.h. With a train the locomotive will negotiate a maximum track curvature of 22 deg.

The locomotives are powered by two Baldwin eight-cylinder in-line engines, each developing 1,000 hp. at 625 r.p.m. The cylinders are 12¾-in. bore by 15½-in. stroke. Each of the engines drives a Westinghouse Type 480-D generator which powers the four type 370-F traction motors. The gear ratio of armature to axle is 21:58.

The air brake is the Westinghouse schedule 24 RL. A Vapor-Clarkson steam generator of 2,250 lb. per hr. capacity is installed for heating purposes.

Scheduled Assignments for One Diesel-Electric Locomotive During One Week

Train No.*	Jersey City	Raritan	Hampton	Bay Head Junction	Mauch Chunk	Running Time† Hr.	Running Time† Min.	Layover Time† Hr.	Layover Time† Min.
101	3:30 a.m.	.....	.....	.....	9:45 a.m.	6	15	3	30
106	4:23 p.m.	.....	.....	.....	12:35 p.m.	3	48	2	50‡
427	5:58 p.m.	7:09 p.m.	.....	.....	.....	1	11	1	35
436	8:54 p.m.	7:40 p.m.	.....	.....	.....	1	14	0	31
3333	9:42 p.m.	.....	.....	11:33 p.m.	.....	1	51	0	48
3302	7:09 a.m.	.....	.....	5:19 a.m.	.....	1	50	5	46‡
3305	8:38 a.m.	.....	.....	10:34 a.m.	.....	1	56	1	29
3316	1:12 p.m.	.....	.....	11:22 a.m.	.....	1	50	0	48‡
415	3:12 p.m.	4:23 p.m.	.....	.....	.....	1	11	2	00
434	8:06 p.m.	6:28 p.m.	.....	.....	.....	1	38	2	05
437	8:48 p.m.	10:06 p.m.	.....	.....	.....	1	18	0	42
438	12:20 a.m.	10:56 p.m.	.....	.....	.....	1	24	0	50‡
443	1:13 a.m.	2:32 a.m.	.....	.....	.....	1	19	0	53
406	7:18 a.m.	6:09 a.m.	.....	.....	.....	1	09	3	37
407	8:12 a.m.	9:06 a.m.	.....	.....	.....	0	54	0	54
420	10:46 a.m.	9:55 a.m.	.....	.....	.....	0	51	0	49‡
3307	12:12 p.m.	.....	.....	2:04 p.m.	.....	1	52	1	26
3322	5:50 p.m.	.....	.....	3:57 p.m.	.....	1	53	1	53
3331	6:42 p.m.	.....	.....	8:23 p.m.	.....	1	41	0	52
3330	10:29 p.m.	.....	.....	8:47 p.m.	.....	1	42	0	24‡
101	3:30 a.m.	.....	.....	.....	9:45 a.m.	6	15	5	01
106	4:23 p.m.	.....	.....	.....	12:35 p.m.	3	48	2	50‡
427	5:58 p.m.	7:09 p.m.	.....	.....	.....	1	11	1	35
436	8:54 p.m.	7:40 p.m.	.....	.....	.....	1	14	0	31
3333	9:42 p.m.	.....	.....	11:33 p.m.	.....	1	51	0	48
3302	7:09 a.m.	.....	.....	5:19 a.m.	.....	1	50	5	46‡
415	3:12 p.m.	4:23 p.m.	.....	.....	.....	1	11	8	03
434	8:06 p.m.	6:28 p.m.	.....	.....	.....	1	38	2	05
437	8:48 p.m.	10:06 p.m.	.....	.....	.....	1	18	0	42
438	12:20 a.m.	10:56 p.m.	.....	.....	.....	1	24	0	50‡
443	1:13 a.m.	2:32 a.m.	.....	.....	.....	1	19	0	53
404	7:12 a.m.	5:53 a.m.	.....	.....	.....	1	19	3	21
407	8:12 a.m.	9:06 a.m.	.....	.....	.....	0	54	1	00
420	10:46 a.m.	9:55 a.m.	.....	.....	.....	0	51	0	49‡
3307	12:12 p.m.	.....	.....	2:04 p.m.	.....	1	52	1	26
3322	5:50 p.m.	.....	.....	3:57 p.m.	.....	1	53	1	53
3331	6:42 p.m.	.....	.....	8:23 p.m.	.....	1	41	0	52
3330	10:29 p.m.	.....	.....	8:47 p.m.	.....	1	42	0	24‡
275	4:16 a.m.	.....	6:32 a.m.	.....	.....	2	16	5	47
276	.....	8:30 a.m.	7:50 a.m.	.....	.....	0	40	1	18
474	10:41 a.m.	9:24 a.m.	.....	.....	.....	1	17	0	54‡
481	12:28 p.m.	1:45 p.m.	.....	.....	.....	1	17	1	47
482	3:59 p.m.	2:40 p.m.	.....	.....	.....	1	19	0	55
487	5:52 p.m.	7:08 p.m.	.....	.....	.....	1	16	1	53
492	10:11 p.m.	8:46 p.m.	.....	.....	.....	1	25	1	38‡
						..	..	1	49

* Odd numbers denote westbound trains; even numbers denote eastbound trains.
† Running time is the elapsed time shown by timetable. Layover time is the interval between the arrival and departure times as given by timetable. It does not include station time at the initial and final destinations or time required to move the locomotive to and from the enginehouses.
‡ Locomotive is refueled after this trip.

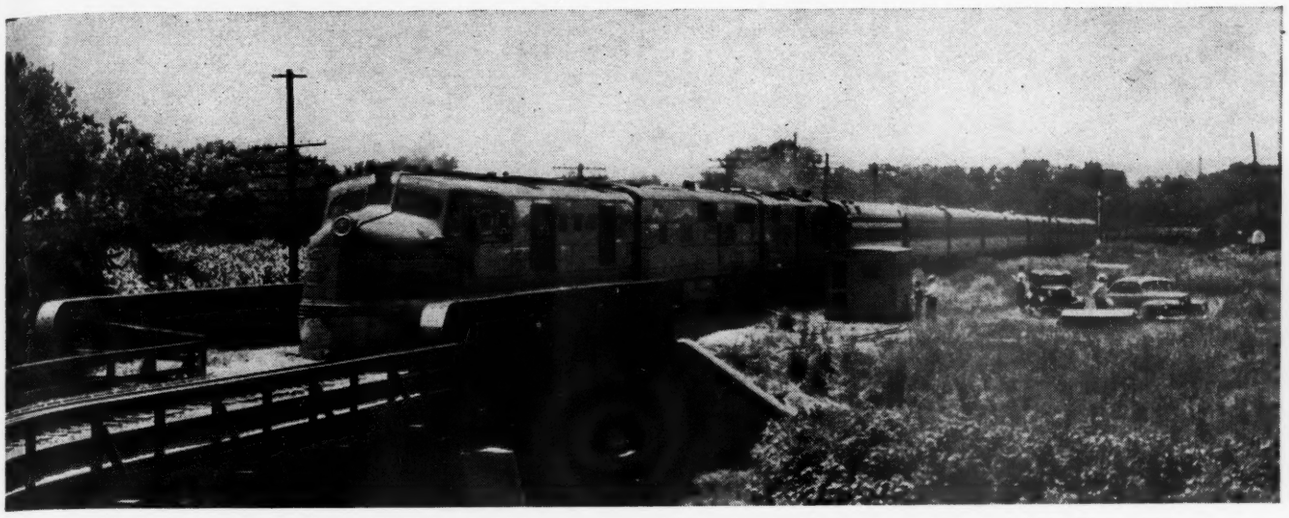
Baldwin 2,000-Hp. Diesel-Electric Locomotive for Suburban Service

Gage, ft.-in.	4-8½
Wheel arrangement	A1A-A1A*
Diesel engines:	
Two 8-cylinders in-line, hp., each	1,000
Driving motors:	
Number	Four
Maximum safe speed, m.p.h.	89
Gear ratio	21:58
Type	370-F
Journal bearings, type	Timken
Wheels:	
Driving, pairs	Four
Idling, pairs	Two
Diameter, in.	40
Wheelbase, ft.-in.:	
Truck	15-6
Locomotive, total	64-6
Total weight, lb.:	
In working order	375,000
Light	350.150
On drivers	250,000
Maximum overall dimensions, ft.-in.:	
Width	10-5½
Height	14-11
Length (inside knuckles)	80-0
Tractive force, lb.:	
Starting, at 25 per cent adhesion	62,500
Continuous rating at 21 m.p.h.	29,500
Minimum radius curvature, locomotive with train, deg.	22
Supplies (total capacity):	
Lubricating oil, gal.	380
Fuel oil, gal.	1,500
Engine cooling water, gal.	600
Heating boiler water, gal.	1,100
Sand, cu. ft.	30

* In the table, the Continental rather than the Whyte system is used to designate locomotive wheel arrangement. In this system, numerals and capital letters are used, respectively, to designate the number of idling axles and driving axles; *A* indicating one driving axle, *B* two driving axles, etc.
The plus (+) sign indicates an articulated truck connection. A few examples are as follows:

Whyte System	Continental System
0-4-4-0	B-B
0-6-6-0	A1A-A1A
4-8-8-4	2-D+D-2
0-4-4-0-0-4-4-0	2(B-B)

The first example is a locomotive with two 2-axle swivel trucks. The second example is a locomotive having two 3-axle trucks with motors on the two outside axles. The third example is a locomotive with a two-axle guiding truck at each end and two 4-axle, articulated driving trucks with a motor on each axle. The Continental system is used because it is brief and more descriptive.



Through girder bridge being tested for stress caused by the passing of a high-speed passenger train

Santa Fe Makes Stress Tests on Track and Rolling Stock

TO ASSURE safe operation of high-speed trains, the Atchison, Topeka & Santa Fe is now actively engaged in making tests to determine the amount and character of stresses which are caused in bridges and track structure by the passing of trains. The testing equipment will also be used for counterbalance tests, for testing of structural parts of locomotives, cars and trucks while in use, and for torsion tests on axles. In some cases, high-speed motion picture cameras are used to record the position of wheels and counterbalances of locomotive drivers in relation to instruments in making rail and bridge tests. Accelerometer units have also been purchased with which riding qualities of cars may be tested.

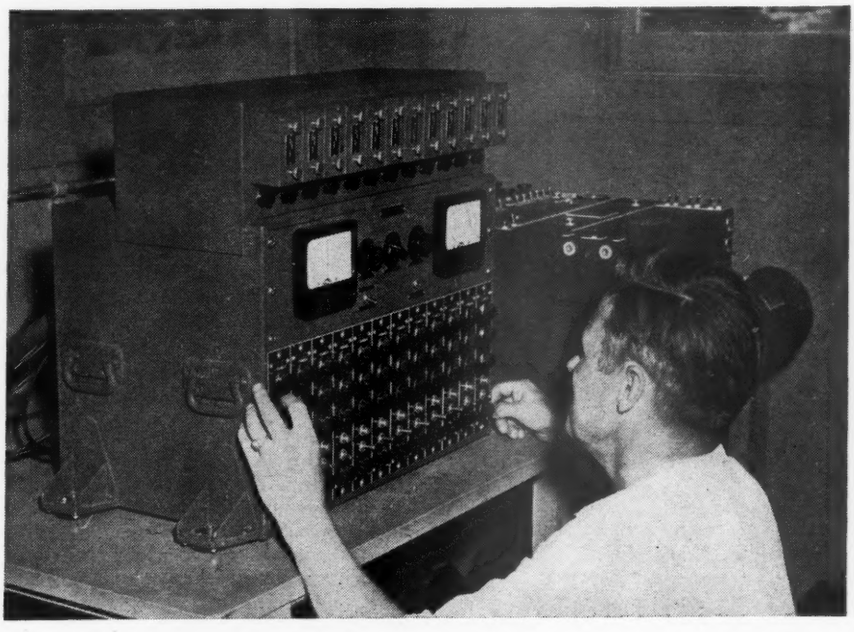
The strain gages used are of two basic types: resistance and magnetic. The resistance gages used by the Santa Fe, are manufactured by Baldwin-Southwark Division, Eddystone, Pa., and consist of grids ¼ in. to 1 in. in length, made of one-mil, copper-nickel wire cemented between two very thin pieces of paper. The approximate resistance is 120 ohms. This gage is bonded to the member under test with a plastic cement, its change in length being readily measured by the change in the electrical resistance of the wire.

The magnetic type gages, manufactured by the Hathaway Instrument Company, Denver, Colo., consist of a coil wound on a U-shaped core and an armature, so constructed that a definite air gap can be provided between the two parts. It is fastened to a member under test by means of two screws at a gage length of two inches. The change in length of the member under test causes a change in the length of the air gap, and in turn, a change in the impedance of the coil.

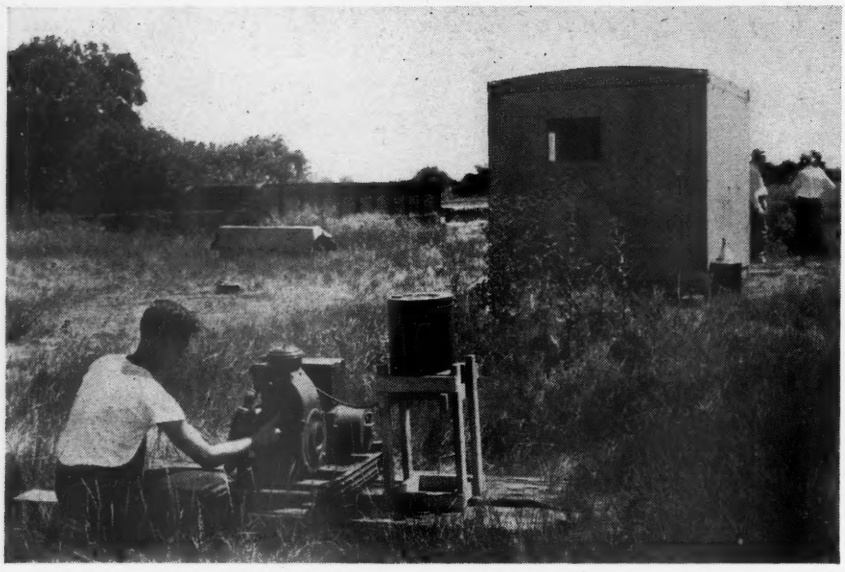
These gages are connected in a conventional Wheatstone bridge circuit, the active gage forming one leg of the bridge, and compensating or "dummy" gages being used in the other three.

The electrical strain gage recording equipment used is built by the Hathaway Instrument Company. It consists of a recording unit called an oscillograph, an amplifier unit which steps up the output of the gages to values large enough to be recorded on the oscillograph, and a power supply unit which furnishes plate and heater voltages for the amplifiers, and also supplies a 5,000-cycle gage voltage which is applied across the Wheatstone bridge circuit.

The oscillograph consists of twelve



The instrument at the left amplifies the weak signals coming from the bridge and rails and the amplified signals are recorded by the oscillograph (right)



The portable engine-generator set in the foreground supplies power to the amplifier and oscillograph in the test house

galvanometers with their light source and optical system, a time-coordinate device to photograph accurately-spaced lines across the record as it is taken, and a mechanism for driving the sensitized paper or film upon which the record is photographed. The power for operating the oscillograph comes from two 6-volt storage batteries.

The amplifier or control unit contains twelve separate channels. An input cable connector provides for connection to the strain gage and an output cable connector makes the connections to the galvanometer in the oscillograph. Both resistance and capacitance balancing controls are incorporated in this unit to permit convenient balancing of the strain gage bridge. The use of the 5,000-cycle gage carrier voltage is desirable in that both static and dynamic strain may be recorded. The use of a phase-sensitive demodulator in the output circuit provides a galvanometer deflection in one direction for strain o. extension and in the opposite direction for strain of compression. The amplifier channel permits strain recording over a frequency range of 0 to 1,500 cycles per second.

The power source for the amplifier and control unit is a portable 110-volt, 60-cycle gasoline engine-generator plant of 2,500 watts capacity. This power plant furnishes ample power to operate three power supplies, furnish lights in the test house, and power for battery charging and testing instruments.

A bridge near Topeka, Kan., (illustrated) was selected as the first of a series to be near the test laboratory for machine shop and test facilities. The next one was a through girder type bridge near Galesburg, Ill., crossing another railroad at a 45-deg. angle, which had been in service some years. There was concern that some reinforcing or rebuilding might be necessary, but careful check showed that stress values were so well within accepted figures that it eliminated the need of changes and permitted turning attention to other needs. The next bridge tested was a truss span at Eudora, Kan. The stresses recorded at very high speeds were of a value which approached the allowable values used by the bridge department, and it was deemed advisable to put a restricted speed order on this bridge.

COMMUNICATIONS . . .

How Much Radio Is Too Much?

CHICAGO, ILL.

TO THE EDITOR:

There is no more controversial point among travelers than radio. I am not alone in my desire to be free of radio programs while traveling. I have polled many a lounge car when the radio is blasting and have yet to find a majority in favor of keeping it turned on. The trouble is that while most passengers like myself would prefer to have it off, they shrink from starting an argument with the porters or the enthusiastic passenger who is enjoying it. So they silently endure it.

The trouble with radio is that the passengers can't "take it or leave it." When 25 per cent of the passengers want to hear the radio program, the other 75 per cent have no recourse. They can't get off and walk, so they have to take it even if they don't like it.

I am not a crabby individual who is hard to get along with. I like certain radio programs in my home and listen daily. I do not believe, however, I should be permitted to force them on a group of other people who would prefer to visit, read, or sleep.

When you turn on a radio receiver in a trainful of passengers who represent a cross-section of the tastes, likes, and dislikes of the American people, it is inconceivable that you can please even half of them. Can the railroads afford to make the other half mad and spoil the trip for them?

R. S. WILLIAMS

Old Stations Will Leave Memories

SILVER SPRING, MD.

TO THE EDITOR:

The article in your April 19 issue entitled "Small Passenger Stations—Yesterday and Today" recalled vivid memories of long-forgotten travel experiences. While we enjoy the memories, we must admit that the improvements described certainly aid the traveller with their comforts and conveniences. In addition, the modernized facilities harmonize with the new streamlined trains.

The writer was particularly attracted by the picture of the former station of the Santa Fe at La Plata, Mo., which was so typical of the spacious "standard-type" station building. Its sturdy style of architecture, with the shelter-type overhanging eaves, in part typifies a phase of an era just ended, a period still coupled with the pioneer spirit of our ancestors.

In the waiting room of this building the warmth provided by the stove was welcome indeed as snows drifted outside. The old waiting room etched memories in the hearts of many who crossed its threshold. Summer breezes filtered through the windows and even a speck of dust or a whiff of smoke seemed to add to the zest of a journey at a time when vacations by train were larks from the moment we latched the door at home and left Rover in the care of our neighbor. Thus, it is important that we do not forget the things that are old. We know of monuments and markers and natural features we have seen which are not new, but which are and will always remain of interest.

In view of the demands of time and progress, will all of the stations of the past soon be a memory? Due to their age they may soon be only ramshackle buildings, but those who have lived near them in their heyday can fully appreciate them. It is hoped that they will not completely disappear. In pictures, children will know of them as the places where the "old folks" used to take the train. The few remaining for the traveller of tomorrow will have a human interest for visitors, sightseers and students.

WILLIAM L. ANDERSON

Comments on Car Supply, Department of Justice and Working Rules

By F. G. GURLEY
President, Atchison, Topeka & Santa Fe

I HAVE been asked what we think we can do with reference to the movement of the immense wheat crop which is in prospect. My best judgment is that we will be able to move the wheat at a somewhat faster rate than we moved it a year ago. I believe the supply of box cars will be a little easier. Certainly the elevators in the immediate vicinity of the grain belt have more storage space, and this assists greatly in the turn-around time of box cars. In the first four months of 1947 we have loaded more grain and more flour than in the first four months of any year of which we have a record, and our records go back some 20 years.

The Car Supply

As a nation we do not have all the cars in service today that ought to be in service. As a result of the national shortage and the perplexities arising therefrom, the Interstate Commerce Commission has exercised its statutory emergency powers and assumed control of car distribution throughout the nation. Under its philosophy, the ownership of cars is pretty much disregarded.

This philosophy of disregarding ownership of cars is contrary to the policy expressed in the agreement between the railroads covering the use of cars in interchange, which had prevailed previously. These agreements had two major objectives:

First, the promise is expressed in the contract that a railroad on whose lines is released a car of another ownership will take action looking to the return of the car to its owner.

Second, it will pay the owner a certain rate per car per day while the owner is deprived of the use of its own property.

Over a long period of years these rules worked with a high degree of satisfaction. It well may be that the circumstances resulting from the return of the emptied car to the owner either under load or empty results in some decrease in the utilization of car-days which might be obtained under some national car distributing arrangement, but nevertheless it made possible returning cars to their owners for repairs and conditioning, and subsequent use. It is under such a system that a railroad such as the Santa Fe, which serves the great "bread-basket" section, maintained its cars to the high standards required for the loading of grain, flour, sugar and the other food products of our area.

Effects of Pooling

Under the national car pooling plan, little or no attention is paid to returning the cars to the owners. They are utilized according to the directions of the manager of the fleet. As the result of that and of the intensified use of the cars we find the general standard of our cars is lower than it was prior to the war. We find also that Santa Fe must utilize cars for the protection of loading in our territory which were never designed to accommodate that loading. This means extra expense to many of our shipper friends trying to make the adjustments which are expedient under the circumstances of the moment. And it means extra expense, of course, to us.

Unfortunately, there is not the number of cars in the United States which is needed for the commerce of the United States at the moment, under the circumstances of the moment. Cars will soon be built at a rate faster than they have been built in years, and these additional cars constitute the best answer that anyone can make to the combined questions of supply and distribution.

The Puzzling D. of J.

We in the railroad business are unable to understand some of the philosophies of the Department of Justice. We are greatly concerned about them. We know they have advocated ideas about the manner in which freight rates are established that are unsound and unworkable. They seem to take a thesis about a fanciful legalistic concept and then extend it by one mental step and another to where it doesn't square with the realities of our American business life. If some of their current plans are successfully consummated, the damage to our system will be quite severe.

Let us look at the most recent attacks planned by someone in the Department of Justice. There has been testimony before a congressional appropriation committee, and statements in the public press, about complaints they propose to file with the I.C.C. against the railroads to recover what they say are unreasonable and excessive charges paid in the past for the transportation of government freight. Some complaints have been filed already and they say many more are to follow. Public statements are to the effect that they aspire to collect $2 billion. Think of that! When you think of it, keep in mind that if they sustained complaints aggregating $2 billion it seems likely that many railroads would be bankrupt because of that obligation. Another way of expressing the impact resulting from the success of the plan which the Department of Justice aspires to consummate is that this $2 billion figure exceeds by $800 million the total net current assets of all Class I railroads in the United States, excluding the money already invested in material and supplies, as of January 31, 1947.

Now, of course, the harshness and the extreme result of such a possibility may within itself be a safety measure, but I think no one takes a light view of complaints or suits filed by our federal government. Regardless of any feelings we have about the unfairness of such action, or regardless of any convictions that the charges assessed in the first place were fair and proper, any sensible railroad manager must take such complaints by the government seriously. That means that a large number of our best men must be delegated to an analysis of the charges and the proper defense of our interests. It means that many men who otherwise could help us face the problems of today and tomorrow must work in the past.

While I don't know what all the claims of the Department of Justice may be, I do know some things which are significant. First, an ordinary shipper, when dissatisfied with a railroad freight rate and who seeks reparations, is affected by a statute of limitations—I think it is two years—but the attorney general, who heads the Department of Justice, issued a ruling that when the federal government is the shipper, the statute of limitations does not apply, and that there is no time limit upon the filing of complaints.

Effect of Tax Rates

Second, during the war years the Santa Fe paid federal excess profits taxes at the high rates of that period, the maximum rate being 85½ per cent.

This article is an abstract of an address before the 60th annual convention of the Kansas Bankers Association in Wichita, Kan., May 16.

My understanding is that under existing laws any monies paid out as a result of lawsuits are creditable against the income taxes during the year settlement is reached.

Let me put it another way. For the sake of illustration, let us say that one of these days, when income taxes are at the present rate of 38 per cent, the government recovers $100 which it had paid to us for freight charges in a year when we paid federal excess profit taxes at the rate of 85½ per cent. Keep in mind that after having paid 85½ per cent excess profit taxes, we kept only $14.50. If now they sustain a $100 overcharge, the net cost to us after taxes at the current rate of 38 per cent would be $62, which would be $47.50 in excess of what we retained in the first place under the illustration I have used. And they call it the Department of Justice!

Wages and Working Rules

One of our other great problems of the moment is the labor question, which is divided into: (1) wages; (2) rules or working conditions; and (3) how to offset the costs of any additional wages and new working rules.

I think this question of wages of labor and the rules surrounding their employment is something that should be discussed openly and frankly, yet as calmly and objectively as possible. We should not allow the discussion to become emotional. That has happened all too frequently with labor discussions.

Certainly labor must be well paid and reasonable working conditions are essential to our national well-being. No corporation, nor anyone who controls capital, should expect to profit at the expense of labor. I think any fair-minded man, however, who surveys the situation carefully, will reach the conclusion that, particularly during the past 15 years, those who for reasons of their own became overly enthusiastic in extending favors and granting concessions to labor somewhat overdid it, and we now have to face the painful and perplexing task of appraising the existing situation with the highest possible degree of intelligence and tolerance and bringing about adjustments as a result of the exercise of intelligence and tolerance, coupled with reasonable courage.

Featherbedding vs. Wages

I think that of the two phases of labor — namely, wages themselves and rules concerning working conditions—the latter may plague us the most. I say that because there is always danger that working rules are not really designed to prescribe proper conditions of work of employees, but are disguised wage movements and also are undue restraints upon production. I think that, as a mature people, we must evaluate rather carefully this matter of undue restraint upon production. Here, again, intelligence and tolerance are required, but many of us who have tried to look at this question fairly and realistically are quite concerned about certain trends with reference to further restraints upon production. I think that the greatest single principle that all of us should adopt is that we should do nothing which needlessly increases the cost of transportation. When we embark upon a survey of those factors which needlessly increase the cost of transportation, we are apt to encounter many things which, it is claimed, are for the public safety or the public welfare.

All are familiar with the recent actions of the steel industry, the automobile industry, the electrical manufacturers, and some others with reference to increases in wages. What these industries may be able to do in the light of these increased wage costs with reference to the prices of their commodities, I do not know. I note many express the hope that the 1947 wage costs may be absorbed within the existing price structure. I have observed the rate of return earned during the first quarter of the year by some of these industries and, in the light of the rate of return earned by the railroads, I congratulate them.

We have requests from our non-operating employees which, at face value, would cause an increase of something in excess of $500 million for the railroad industry in the country. We have had no wage request from the operating employees, but we do have a request from them which, while difficult to understand, apparently looks to the consideration at this time of their request for rules changes which restrain production and which requested changes were a part of the argument which resulted in the nationwide railroad strike in the spring of 1946. We take the position that the requests for new rules were disposed of in the agreements which settled the strike a year ago.

Railroads Irreplaceable

While, as previously indicated, I do not know what the other industries may be able to do about absorbing the costs of the 1947 wage movement, it is quite clear to me the railroad industry is not in position to take on additional wage costs without immediate increases in their charges for services rendered.

With all of the new transportation media developed since World War 1, there was no substitute for the railroads in World War II. It is not the boast of a railroad president, but merely a factual statement of national importance, that nothing has been indicated yet in this scientific world which suggests it will replace the railroads as our "No. 1 Boy" in transportation.

There is no one thing which is more important for the transportation of America—and, after all, America is a transportation-made country—than for these railroads to be allowed to earn a return of approximately 6 per cent on their investment. Otherwise new money will not be available for the new tools which are essential to the improved performance which is the first justification for any institution that holds itself out to serve the people of this nation.

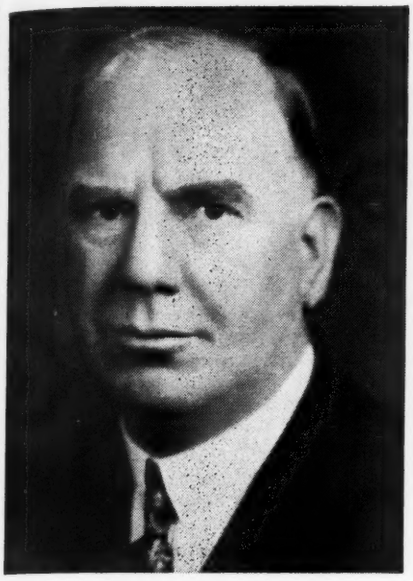
Clark "Clamp-Lift"

A new load clamping and carrying device, known as the Clamp-Lift, designed for use with Clark fork trucks in moving boxes or crates, has been placed on the market by the Clark Tructractor Division of the Clark Equipment Company, Battle Creek, Mich. Said to eliminate the use of pallets, the device consists of two hydraulically-actuated squeezer arms which have sharp metal pins on their inside surfaces to grip the bottom row of containers and prevent the load from slipping. In addition, an adjustable rack which rests on top of the stack steadies the load.

Application of the Clark Clamp-Lift

It is claimed that the Clamp-Lift is capable of handling boxes or crates stacked 7 to 9 high and two rows deep, and within a width range from 22 to 28 in., but the containers must be strong enough to withstand a pressure up to 300 lb.

C. J. Hardy, Jr., Succeeds F. A. Stevenson as A. C. F. President



Frederick A. Stevenson

CHARLES J. HARDY, JR., former executive vice-president of the American Car & Foundry Co., was elected president on May 29 to succeed F. A. Stevenson, who resigned after having been associated with the company for over 40 years. Charles J. Hardy, Sr., continues as chairman of the board.

The younger Mr. Hardy was graduated from Williams College in 1917 and served as a naval reserve officer during the first world war. After the war he was appointed a law clerk with Hardy, Stancliffe & Whitaker and completed his legal education at Fordham University. In April, 1930, he became a member of the law firm of Hardy, Stancliffe & Hardy. Mr. Hardy continued with that firm until December, 1941, when he was ordered to active duty by the Navy Department. Assigned to headquarters, office of the commandant, third naval district, he held the rank of lieutenant-commander when released to inactive duty in March, 1944. Elected vice-president and a member of the board of directors of A.C.F. in September of that year, Mr. Hardy was elected executive vice-president on March 21, 1946.

Mr. Stevenson was born in Detroit, Mich., on April 6, 1880. He began his career as an apprentice in the shops of the Peninsular Car Company, Detroit, which later became part of the A.C.F. group. He subsequently held the positions of master mechanic, assistant general manager, assistant vice-president in charge of operations, vice-president and senior vice-president. During World War I, Mr. Stevenson was in charge of the company's Detroit, Depew, N. Y., and Buffalo plants, which were engaged in the manufacture of artillery vehicles. shells and other war matériel. As senior vice-president, the department of research and development was under his jurisdiction. Mr. Stevenson was elected president in April, 1944. He is a member of the New York Railroad Club and the Railroad-Machinery Club of New York.

The American Car & Foundry Co. was incorporated in 1899 through the combination of 13 manufacturers of railroad equipment located in various sections of the country. At present, the company operates plants at Berwick, Pa., Chicago, Detroit, Mich., Madison, Ill., Wilmington, Del., Huntington, W. Va., Milton, Pa., and St. Charles, Mo., and St. Louis. The St. Charles and Wilmington plants manufacture passenger cars; freight, passenger and mine cars are built at the Berwick plant; freight cars are built at the Chicago, Madison, St Louis and Huntington plants; the Milton plant produces tank cars and the Detroit plant is devoted entirely to the manufacture of various types of valves.

In addition to railroad freight and passenger cars and valves, the firm's list of products, made directly or by its subsidiaries, includes castings, all types of forgings, chilled tread wheels, carburetors, governors, fuel filters, various kinds of fuel pumps, wheel grinders for steel and chilled iron wheels, welded products, pressure vessels, railway postal equipment and freight containers.

The Berwick plant, built originally in 1840 as a foundry measuring 24-ft. by 40-ft., now covers well over 400 acres. It received its first railroad car order—for 20 cars—in 1861. Destroyed by fire five years later, the plant was rebuilt and became the keystone of the 1899 incorporation. In 1905, the shop began production of steel passenger cars.

After the first world war the plant pioneered in the development of some of the first streamlined passenger trains.

In 1939, the United States Army Ordnance Department asked A.C.F. and other firms to submit bids for the manufacture of light tanks. A.C.F., the low bidder, received an order for 329 tanks on October 3, 1939. Each tank required a total of 2,865 different kinds of parts. The first tank was finished 16 days ahead of schedule and the order was completed in December, 1940, 6 weeks ahead of the promised delivery date. By October of the next year, tanks were coming off the Berwick assembly line at the rate of one every 45 minutes.

Charles J. Hardy, Jr.

Founded in 1871 by the Ensign Manufacturing Company, the Huntington plant produced castings, car wheels, wooden freight cars, logging cars and snow plows. Much of the work of this plant is now devoted to producing mine cars of new design and other types of rolling stock for coal-carrying railroads.

The Milton plant, one of the leading tank car producers of the country, was founded in 1864 by Murray, Dougal & Co., and taken over by A.C.F. in 1899. At Milton were built the first cars, each equipped with three wooden tubs, for the transportation of bulk oil by railroad. The St. Charles plant was founded in 1874 by the St. Charles Car Company. Before World War II the plant manufactured steel passenger cars of all types, railway mail service equipment and miscellaneous repair parts. Founded in 1876 as the Missouri Car & Foundry Co., the St. Louis plant builds all kinds of railroad cars except passenger and tank cars.

The Wilmington plant was built in 1863 as the Jackson & Sharp Co., and in June of that year built its first lot of cars — 10 fruit cars for the Philadelphia, Wilmington & Baltimore, now part of the Pennsylvania system. Two years later the plant began the building of passenger cars when its first order for such cars was placed by the Great Western of Illinois.

Radio Used on Burlington Switchers

Better service to shippers, as well as improved utilization of switching power, from modern communication installation on 22 locomotives and in three yard offices in Chicago Terminal area

As a means to improve service to shippers and to increase the utilization of its switching locomotives in the Chicago switching district, the Chicago, Burlington & Quincy has installed radio equipment for two-way telephone conversation between the offices of three yardmasters and 22 locomotives used for switching in three yards, making deliveries to connecting lines, and serving industries. The area involved is located, in general, west of the Chicago Union Station, and extends roughly for about 15 mi. east and west, and 10 mi. north and south.

The project includes radio equipment on 19 Diesel-electric switchers and 3 steam locomotives, the latter being used primarily for long-distance transfers. In a normal 24-hr. period these locomotives are used by about 65 crews, each of which includes a foreman, two helpers, an engineer and a fireman. The three offices in this radio system are in yards at Fourteenth street, Western avenue and Morton Park, which are, respectively, 0.5 mi., 4 mi. and 8 mi. south and west from the Chicago Union Station.

The Fixed Station

The fixed radio station and aerial which transmit the calls from the offices to the locomotives, as well as receive the calls from the locomotives to the offices, are located on the Burlington's 16-story general office building near the Union Station. This radio transmitter and receiver equipment is connected by a land-line wire circuit to the three yard offices. The communication system operates like a party line, the radio being tuned to the 159.69-mc. frequency, so that the loud-speakers in the three offices and in all the locomotives ordinarily reproduce the calls and conversations between all parties.

When a yardmaster wants to call a locomotive he presses his push-to-talk switch and speaks into his microphone, as, for example: "Western avenue calling Burlington Engine 9370." He then releases his push-to-talk switch and the reply comes in on his loud-speaker. Any member of the switching crew is authorized to answer the call on the locomotive. If the yardmaster wants to talk to some member of the crew other than the man who answered, as, for example, the foreman, that man is called to the phone. When the conversation is completed, the parties sign off.

As a general rule, each of the three yardmasters uses the radio to communicate with the locomotives under his supervision, although a call can be initiated from any office to any locomotive in the entire area. If a yardmaster wants to talk to another yardmaster's office, he operates a small toggle switch on his set, which cuts off the radio, and then uses the wire circuit between the two offices as an intercommunication telephone circuit. In such instances the voice is not sent out on the air by radio.

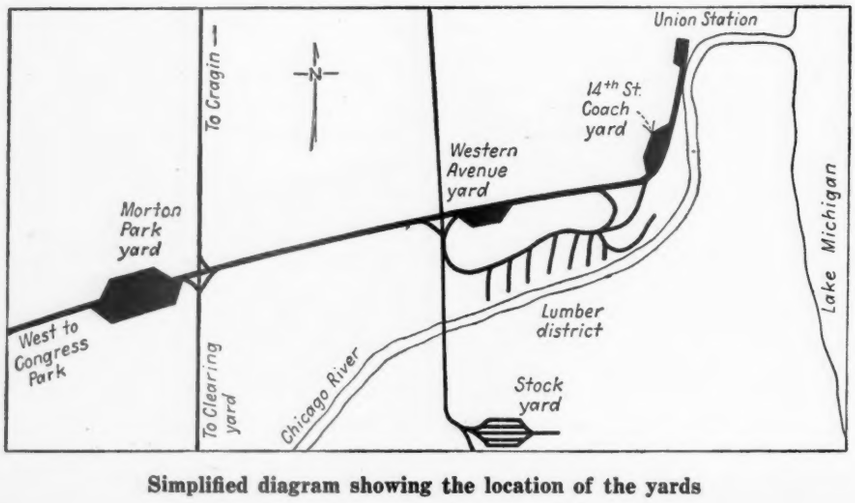
Layout of Yards

The Morton Park yard is an extensive layout about two miles long, including receiving tracks, a hump, classification tracks and other facilities used for yarding road freight trains. Seven switch engine crews are on duty each trick in this yard. During each 24-hr. period an average of 22 outgoing westbound trains, including about 1,300 cars, are made up in this yard, and about 22 incoming eastbound road trains, including about 1,100 cars, are received and classified for delivery in cuts to Western Avenue yard and to connections with other roads at Clearing yard and other places.

The Western Avenue layout is a smaller flat yard used primarily as a distributing and assembly yard by crews which deliver cars to and pick up cars from industries, lumber yards, stock yards, coal docks, fruit terminals, team tracks and freighthouses, as well as cars for interchange with numerous roads. Approximately 225 industries are served from this yard. About 15 of these are lumber industries in the district along the south branch of the Chicago river in an area of about two square miles, located approximately a mile south of Western Avenue yard. Eight switching crews are on duty each trick at this yard. About six round trips are made daily to the stock yards, and ten round trips to team tracks and produce terminals.

In the lumber district the switching during the day is hampered by heavy automobile and truck traffic on the streets and at loading platforms. Therefore, one switching crew performs service in this area during the day, and after 5 p.m. additional crews are assigned to complete the switching during the early part of the night. At least twice each day a crew makes a run from Morton Park to Congress Park, about 13 mi. west of Chicago, to interchange cars with other roads. Similar trips are made daily to various other points of interchange in the Chicago switching district.

The radio communication is highly



Simplified diagram showing the location of the yards

A radio-equipped Diesel-electric switching locomotive leaving the Western Avenue industrial yard with a cut of freight cars

satisfactory throughout all this area and anywhere within a range of up to 20 mi. from the radio station on the Burlington building.

The Fourteenth Street layout is a typical coach yard for serving the passenger cars of the Burlington trains which terminate at or depart from the Chicago Union Station, which include about 66 suburban trains and 30 through trains, involving more than 700 cars daily. An average of 500 switching moves are made between this yard and the Union Station every 24 hours. Additional moves are required to turn trains on a wye and to move trains through car washers which are about one mile west of the yard. Seven switching crews are assigned on the first and second tricks, and five crews on the third trick.

Advantages of Radio

The use of radio is advantageous because a call is direct and instantaneous, and the reply is equally prompt, whereas no matter how many telephones were previously in booths and offices throughout the area, there was no practical means of calling the switching crew foremen to such fixed telephones. With the radio, important information can be passed between crews and yardmasters, or vice versa, and, as a consequence, the work can be done as required by changing circumstances, with prompter service to shippers.

In one instance a shipper made a rush request by telephone for two empty gondolas. Using the radio, the Western Avenue yardmaster called a switching crew which was working in that area and gave instructions to place the cars at the shipper's plant. This saved several hours in spotting the cars, which was important to the shipper because he was paying $150 a day for a steam crane to load cars.

In another instance the engineer of Engine 9373 used the radio to inform the yardmaster at Western avenue that the fuel pump on the locomotive had failed, and, therefore, could not move under its own power. The yardmaster replied that he would have him pulled into Western Avenue yard. Within 30 sec. the yardmaster instructed Engine 9370, which was nearby, to bring Engine 9373 to Western avenue. Also, he notified the roundhouse by telephone to send a machinist to the pit.

A machinist was working on Engine 9148 at the roundhouse when notified of the trouble. He used the radio on this locomotive to secure, directly from the yardmaster and the engineer of the disabled locomotive, further details of the trouble and of the whereabouts of the locomotive. In a few more minutes the yardmaster called Engine 9370 again and asked if he had gotten 9373 yet, to which 9370 answered that he was cutting off 9373 at the engine pit. Thus the radio served in this emergency to convey information quickly between the two enginemen, the yardmaster and the machinist, to the end that, within a brief period of only seven minutes, the disabled locomotive had been towed to the pit and the machinist was there with advance information of the trouble. As a result, the repairs were made and the locomotive returned to service an hour or more sooner than would have been possible without the radio.

A suburban passenger train broke down one day on the main line near Western avenue. As soon as the yardmaster heard of the incident, he used the radio to call a switcher working in the yard near the train, and asked the crew to determine the trouble. This was done, and the switcher notified the yardmaster that the suburban locomotive had a broken side rod. The yardmaster then instructed another switcher to go to the scene and pull the train into the yard. In the meantime, following trains were rerouted over another track. When the suburban train was pulled into the yard, the passengers were transferred to another train. This action, which took place in a matter of a few minutes, saved a delay of about 1½ hours, and permitted clearing the main line in a minimum of time, which also eliminated delay of following trains.

View of the Fourteenth Street coach yard, with a radio-equipped switcher and a cut of baggage cars in the foreground

The radio is also helpful in certain instances at Morton Park. For example, if a car in a westbound train ready to depart is reconsigned from its original destination after cut-off time, the yardmaster, by immediately contacting a switching locomotive, can instruct the crew to pick up the car, thus saving it from going to Galesburg, Savanna, or elsewhere and having to be returned. Without the radio this would not be possible, as the yardmaster, who would have to walk, would, in all probability, have insufficient time to contact the crew of the train in time to permit the set-out.

Numerous benefits of the radio are also evident in the coach yard at Fourteenth street. In one instance, while a switch engine was handling bad-order coaches, a truck owned by a shipper arrived to unload two cars on another track nearby. The yardmaster used the radio to notify the switcher to spot the two cars, which required only a few minutes. When passenger cars are going through the washers, about one mile west of the coach yard office, the radio is the only way in which the yardmaster can keep in contact with the crews and know what cars are being washed.

The yardmaster at Western avenue giving instructions by radio to the crew of a radio-equipped Diesel-electric switcher. Radio control unit is at the right

Communication Instantaneous

Before the radio was installed, when a switching crew left a yard to perform its work at various industries, it would have a chance to telephone into headquarters only two or three times in eight hours. Communication is now almost instantaneous at any time, and allows on-time delivery and pick up of cars, thus saving in some instances from 12 to 24 hours. As applying to switching operations in all the areas, the radio has also proved very helpful during snowstorms, when it was difficult for crews and yardmasters to walk on the ground.

This installation was made under the direction of H. H. Hasselbacher, superintendent of telegraph, and under the supervision of T. W. Wigton, supervisor of electronics, in cooperation with J. P. Falk, superintendent of the Chicago terminal, representing the operating department. The major items of radio equipment for the installation were furnished by the Bendix Radio Division of the Bendix Aviation Corporation. An article concerning this installation, to be published in a forthcoming issue of Railway Signaling, includes the details of the radio transmitters and receivers, antennas, yard office control units and power supplies.

Three Months' Buying Tops $651 Million

Purchases of materials, supplies, fuel and equipment reach new high—All categories registered substantial gains over similar 1946 period — Inventories up 14 per cent, highest since 1923

THE Class I railroads spent $215,196,000 during March and $651,014,000 during the first three months of 1947 for materials, supplies, equipment and fuel, according to estimates prepared by *Railway Age*, based upon special reports received from a majority of the Class I carriers. Comprising the March total of $215,196,000 were $161,905,000 for materials, supplies and fuel, and $53,291,000 for new equipment ordered. The March equipment total included approximately $4,500,000 for 10 Diesel-electric and 10 steam locomotives; approximately $1,800,000 for 18 passenger-train cars; and about $46,991,000 for 12,049 freight-train cars.

Although equipment orders during March fell below both the January and February totals, they nevertheless, maintained a fast gait — $53,291,000 — and total orders during the first three months aggregated $181,788,000. Included in this total were $30,700,000 for 79 Diesel-electric, 1 gas-turbine, 4 electric and 10 steam locomotives; $9,925,000 for 97 passenger-train cars; and $141,163,000 for 35,683 freight-train cars.

The high-volume buying which characterized the purchase of materials, supplies and fuel during the first two months of the year continued through March, when these purchases, exclusive of equipment, totaled $161,905,000 and established a new monthly high in this category. March purchases were approximately one per cent greater than the $160,438,000 (previous high mark) spent for similar supplies during January and topped the February total—$146,883,000—by 10 per cent. Furthermore, March, 1947, purchases surpassed the $129,393,000 for the corresponding month of 1946 by 25 per cent; topped the March, 1945, total—$133,400,000—by 21 per cent; exceeded the $143,380,000 for the comparable month of 1944 by 13 per cent; surpassed March, 1943, by 38 per cent; surpassed the same month of 1942 by 41 per cent; and were more than 71 per cent greater than March 1941.

The cumulative total of railway expenditures for materials, supplies and fuel for the first three months of 1947 amounted to $469,226,000, and established a new high for this period. First quarter 1947 purchases topped the $368,174,000 for the corresponding period of 1946 by 27 per cent; surpassed the 1945 quarter by 24 per cent; the 1944 quarter by 17 per cent; the 1943 quarter by 49 per cent; the comparable months of 1942 by 43 per cent; and of 1941 by 85 per cent.

March Railway Purchases

Miscellaneous materials and supplies purchased from manufacturers set the pace during March, but equipment buying maintained a strong trend. Rail purchases surpassed the March, 1946, total by 114 per cent, but crossties slipped 7 per cent.

Equipment *	$53,291,000
Rails	6,960,000
Crossties	7,431,000
All other material	89,641,000
Total from manufacturers	$157,323,000
Fuel	57,873,000
Grand Total	$215,196,000

* Amount placed on order.

Class I railway purchases of wheels, axles and tires average more than $3½ million each month.

Purchases in March of all manufactured materials, including rails and crossties, but excluding fuel, amounted to $104,032,000. They exceeded the January total—$101,700,000—by two per cent, and topped February's $91,884,000 by 13 per cent. March, 1947, purchases were 38 per cent greater than the $75,512,000 expended during the same month one year earlier; topped March, 1945's $84,862,000 by 23 per cent; March, 1944, by 15 per cent; March, 1943, by 53 per cent; March, 1942, by 28 per cent; and were more than 64 per cent greater than March, 1941's $63,190,000.

Purchases of all manufactured materials, including rails and crossties, but excluding fuel, during the first quarter of 1947 aggregated $297,616,000—a gain of 39 per cent over the $213,636,000 spent for the same purpose during the corresponding three months one year earlier. Expenditures in this category during the first quarter of 1947 surpassed the $237,472,000 spent during the first three months of 1945 by 25 per cent; and topped the same periods of 1944, 1943, 1942 and 1941 by 20 per cent, 62 per cent, 30 per cent, and 77 per cent, respectively.

Crosstie Purchases Increase

Crosstie purchases during March aggregated $7,431,000, the highest monthly figure since December, 1946. March tie purchases topped January's $6,996,000 by 6 per cent, and February's $6,228,000 by 19 per cent. March crosstie expenditures were 7 per cent below March, 1946's $7,987,000, but exceeded March, 1945, by 34 per cent; March, 1944, by one per cent; March, 1943, by 15 per cent; March, 1942, by 22 per cent; and the same month of 1941 by 84 per cent.

Class I railway tie purchases for the first three months of 1947 amounted to $20,655,000—an increase of 3.6 per cent over the $19,931,000 spent in the comparable 1946 period, and of 24 per cent over the $16,600,000 in the first quarter of 1945. The 1947 quarter's tie purchases were one per cent below the same period of 1944, but exceeded the first three months of 1943, 1942 and 1941 by 37 per cent, 31 per cent and 88 per cent, respectively.

Railway purchases during March of miscellaneous materials and supplies (excluding crossties, rail and fuel) required for the general maintenance of equipment and fixed property amounted to $89,641,000—a gain of three per cent over the $86,825,000 spent during January and of 14 per cent over the $78,431,000 expended for the same purpose during February. Furthermore, these March, 1947, purchases exceeded those of the same month in 1946, 1945, 1944, 1943, 1942 and 1941, respectively, by 39 per cent, 23 per cent, 19 per cent, 57.5 per cent, 26 per cent, and 66 per cent.

During the first three months of 1947 the railways spent $254,897,000 for miscellaneous materials and supplies (excluding crossties, rail and fuel), compared with $184,524,000 during the same period last year. The 1947 quarter's total was 26 per cent above the same 1945 period and exceeded the first quarter of 1944 by 24 per cent; 1943 by 65 per cent; 1942 by 25 per cent; and 1941 by 78 per cent.

March fuel purchases aggregated $57,873,000—1.5 per cent below the $58,738,000 expended during January, but 5 per cent over the $54,999,000 for February. The March, 1947, total surpassed the $53,881,000 spent for this purpose in March, 1946, by 7 per cent; exceeded March, 1945, by 19 per cent; March, 1944, by 8.6 per cent; March, 1943, by 17 per cent; March, 1942, by 70 per cent; and March, 1941, by 86 per cent.

Fuel purchases during the first three months of 1947 aggregated $171,610,000, compared with $154,538,000 for the same period of 1946. They were 23 per cent greater than the $139,713,000 for the comparable months of 1945; and surpassed the corresponding period of 1944 by 11 per cent; of 1943 by 31 per cent; of 1942 by 73.5 per cent; and of 1941 by 99 per cent.

Expenditures for rail during March aggregated $6,960,000—a drop of 11 per cent below the $7,879,000 spent during January, and 4 per cent less than the $7,225,000 for February. March rail purchases compared with the same month of preceding years as follows: 114 per cent above 1946; 6 per cent above 1945; 10 per cent below 1944; 48 per cent above 1943; 85 per cent above 1942; and 35 per cent above 1941.

Although rail prices have increased considerably, rail deliveries (in terms of tonnage) have not increased appreciably. Rail expenditures during the first quarter of 1947 totaled $22,064,000 compared with $9,181,000 during the same period one year earlier. While this increase indicates a gain of 140 per cent, it will be recalled that during the corresponding 1946 period the steel mills were closed for a considerable period due to labor strife, with the consequent lag in rail deliveries during this period.

Rail purchases during the first three months of the current year exceeded the $18,227,000 expended during the same 1945 quarter by 21 per cent; 1944 by eight per cent; 1943 by 59 per cent; 1942 by 107 per cent; and 1941 by 58 per cent.

New Peak for Inventories

Materials, supplies and fuel carried in stock by the Class I railroads amounted to $691,487,000 on March 1, 1947, according to reports of the Interstate Commerce Commission. This total represents a gain of 2.6 per cent ($17,830,000) over the $673,657,000 supply on hand on February 1, which, in turn, established a new 24-yr. monthly high. The March stock balance surpassed the January 1 balance by almost six per cent; topped March, 1946, by 14 per

Table I—Monthly Purchases of Materials and Supplies, 1941-1947—Class I Railroads

Miscellaneous Materials and Supplies—In Thousands (excluding crossties, rail and fuel)

	1947*	1946	1945	1944	1943	1942	1941
Jan.	$ 86,825	$ 66,944	$ 66,609	$ 64,987	$ 49,000	$ 68,988	$ 45,387
Feb.	78,431	53,305	63,245	65,693	48,407	63.148	43,400
Mar.	89,641	64,275	72,791	75,033	56,911	71,103	53,988
	$254,897	$184,524	$202,645	$205,713	$154,318	$203,239	$142,775

Crossties—In Thousands

	1947*	1946	1945	1944	1943	1942	1941
Jan.	$ 6,996	$ 5,822	$ 5,601	$ 6,895	$ 4,037	$ 4,871	$ 3,434
Feb.	6,228	6,122	5,459	6,675	4,530	4,814	3,475
Mar.	7,431	7,987	5,540	7,370	6,481	6,100	4,042
	$20,655	$19,931	$16,600	$20,940	$15,048	$15,785	$10,951

Rails—In Thousands

	1947*	1946	1945	1944	1943	1942	1941
Jan.	$ 7,879	$5,089	$ 5,734	$ 6,423	$ 4,811	$ 3,071	$ 3,459
Feb.	7,225	842	5,962	6,264	4,340	3,813	5,289
Mar.	6,960	3,250	6,531	7,700	4,718	3,766	5,160
	$22,064	$9,181	$18,227	$20,387	$13,869	$10,650	$13,908

Total Materials and Supplies (Less Fuel)—In Thousands

	1947*	1946	1945	1944	1943	1942	1941
Jan.	$101,700	$ 77,855	$ 77,944	$ 78,305	$ 57,848	$ 76,930	$ 52,280
Feb.	91,884	60,269	74,666	78,632	57,277	71,775	52,164
Mar.	104,032	75,512	84,862	90,103	68,110	80,969	63,190
	$297,616	$213,636	$237,472	$247,040	$183,235	$229,674	$167,634

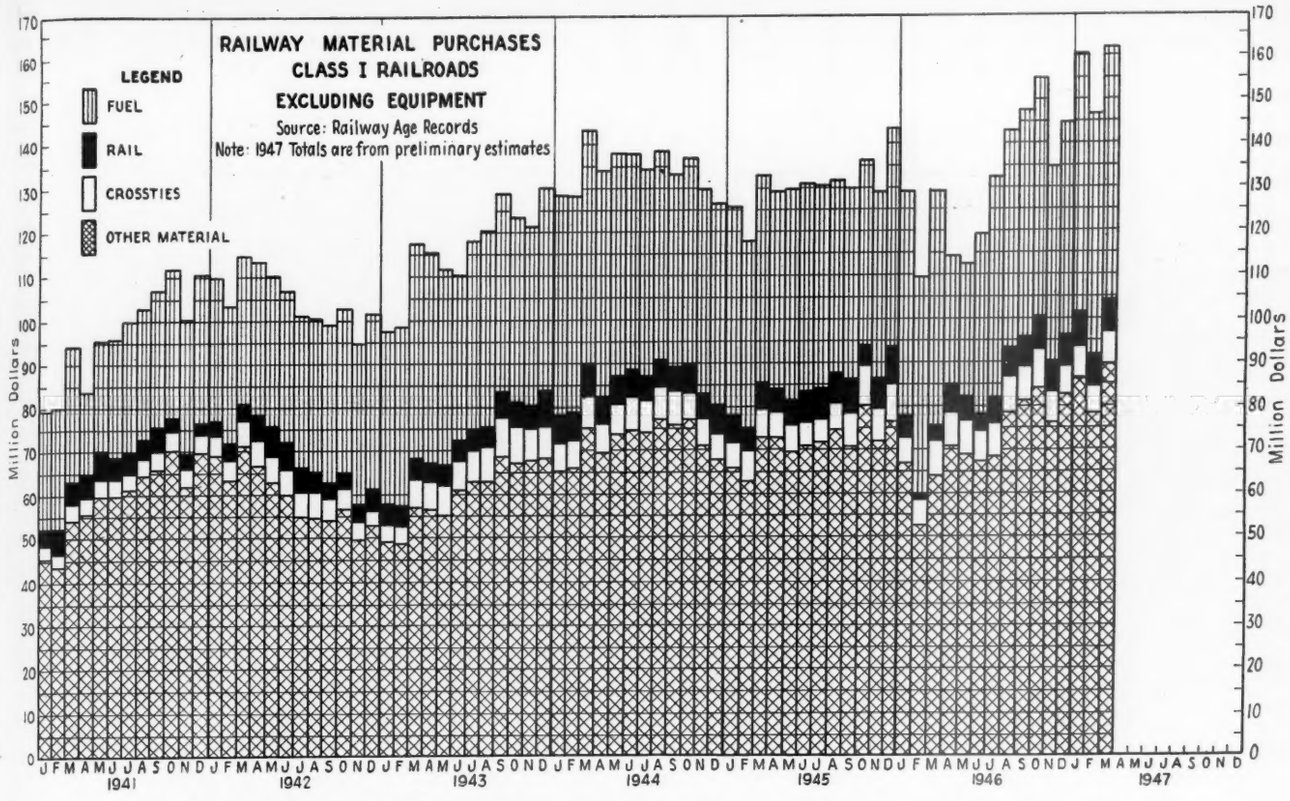
Fuel—In Thousands

	1947*	1946	1945	1944	1943	1942	1941
Jan.	$ 58,738	$ 51,312	$ 47,826	$ 50,341	$ 39,883	$32,851	$27,254
Feb.	54,999	49,345	43,349	50,041	41,542	31,991	27,894
Mar.	57,873	53,881	48,538	53,277	49,297	34,025	31,113
	$171,610	$154,538	$139,713	$153,659	$130,722	$98,867	$86,261

Total Materials, Supplies and Fuel—In Thousands

	1947*	1946	1945	1944	1943	1942	1941
Jan.	$160,438	$129,167	$125,770	$128,646	$ 97,731	$109,781	$ 79,534
Feb.	146,883	109,614	118,015	128,673	98,819	103,766	80,058
Mar.	161,905	129,393	133,400	143,380	117,407	114,994	94,303
	$469,226	$368,174	$377,185	$400,699	$313,957	$328,541	$253,895

* Subject to revision.



Railway purchases of materials, supplies and fuel during the first three months of 1947 set a fast pace, with all categories showing an increase over similar 1946 totals

cent; and March 1, 1945, by 13 per cent. Furthermore, it surpassed the supply on hand on the comparable day of 1944 by more than 24 per cent; 1943, by 36 per cent; 1942, by 38 per cent; and 1941, by 94 per cent.

According to *Railway Age* estimates, miscellaneous materials and supplies (excluding crossties, rail and fuel), in stock on March 1, 1947, amounted to $498,645,000—a gain of 1.6 per cent over February 1. Moreover, March was five per cent above January 1; and surpassed the corresponding 1946 date by 14 per cent; 1945, by 13 per cent; 1944, by 26.5 per cent; 1943, by 34 per cent; 1942, by 38 per cent; 1941, by 119 per cent; and March 1, 1936, by 192 per cent.

Crosstie inventories on March 1, 1947, established a new monthly peak when they reached $93,642,000. This compares with the $88,502,000 supply on hand on February 1, and the $84,466,000 supply on January 1. March tie inventories exceeded December 1, 1946, by 15 per cent, and surpassed March 1, 1946, by 23 per cent. The new peak topped March 1, 1945, by 20 per cent; 1944 by 23 per cent; 1943 by 59 per cent; 1942 by 46 per cent; 1941 by 50 per cent; and March 1, 1936, by 80 per cent.

Although the March 1 (1947) fuel stock was three per cent more than the February 1 balance, and more than five per cent over the January balance, it sagged 15 per cent below the March 1, 1946, fuel stock and was one per cent less than 1945. However, the March 1 (1947) fuel stock topped that 1944 date by five per cent; 1943 by 15 per cent; 1942 by 30 per cent; and March 1, 1941, by 92 per cent.

Rail in stock on March 1, 1947, amounted to $31,248,000, compared with $32,160,000 on February 1 and $30,856,000 on January 1. Rail inventories on March 1 exceeded 1946 by 43 per cent; 1945 by 17 per cent; 1944 by 24 per cent; 1943 by 51 per cent; 1942 by 31 per cent; and 1941 by 11 per cent.

Scrap inventories on March 1, 1947, amounted to $15,801,000—36 per cent above the February 1 total, and 31 per cent above the January 1 scrap supply. Furthermore, the March 1, 1947, scrap inventory exceeded the $11,542,000 supply on the corresponding day of 1946 by 37 per cent; 1945 by 12 per cent; 1944 by 59 per cent; 1943 by 52 per cent; 1942 by 51 per cent; and March 1, 1941, by 45 per cent.

Table II—Materials and Supplies in Stock—Class I Railroads

	Fuel (000)	Rail New & S. H. (000)	Crossties (000)	Stores Stock (000)	Scrap (000)	Total (000)
Mar. 1, 1936	$23,398	$34,168	$51,906	$170,536	$ 7,890	$287,898
Mar. 1, 1937	31,669	35,990	52,560	211,383	8,604	340,206
Mar. 1, 1938	28,822	32,238	68,558	240,790	11,642	382,050
Mar. 1, 1939	27,100	26,229	63,346	196,669	10,239	323,583
Mar. 1, 1940	23,190	31,546	60,615	230,045	11,576	356,972
Mar. 1, 1941	27,105	28,217	62,455	228,012	10,859	356,648
Mar. 1, 1942	40,198	23,886	64,290	360,946	10,489	499,809
Mar. 1, 1943	45,374	20,651	58,999	371,835	10,385	507,244
Mar. 1, 1944	49,749	25,199	76,254	393,892	9,925	555,019
Mar. 1, 1945	52,237	26,760	78,090	439,922	14,093	611,102
Jan. 1, 1946	51,816	24,840	72,519	435,326	11,258	595,759
Feb. 1, 1946	55,613	22,439	75,886	439,184	11,677	604,799
Mar. 1, 1946	61,588	21,892	76,253	435,455	11,542	606,730
Apr. 1, 1946	48,993	24,064	80,724	451,262	11,369	616,412
May 1, 1946	42,918	24,119	77,413	452,861	10,959	608,270
June 1, 1946	42,875	23,200	75,953	455,860	10,872	608,760
July 1, 1946	44,691	22,716	76,000	456,505	11,036	610,948
Aug. 1, 1946	46,625	24,205	78,698	458,774	11,460	619,762
Sept. 1, 1946	51,944	25,192	74,454	464,973	11,546	628,109
Oct. 1, 1946	54,797	25,783	75,701	472,764	11,424	640,469
Nov. 1, 1946	49,677	28,189	79,489	481,225	12,050	650,630
Dec. 1, 1946	49,394	25,929	81,154	481,567	12,199	650,243
Jan. 1, 1947*	49,438	30,856	84,466	476,317	12,076	653,153
Feb. 1, 1947*	50,601	32,160	88,502	490,792	11,602	673,657
Mar. 1, 1947*	52,151	31,248	93,642	498,645	15,801	691,487

* Subject to revision.

GENERAL NEWS

Faricy Assails Berge Views on Car Supply

President of A.A.R. answers statement presented before western congressmen

A statement June 4 by Wendell Berge, former assistant attorney general in charge of the Justice Department's Anti-trust Division, before the executive committee of the so-called Western States Caucus, in which Mr. Berge charged that "no really effective solution" to the freight car shortage can be developed without "circumscribing the power" of the Association of American Railroads, drew a sharp reply later the same day from William T. Faricy, president of the A. A. R. The caucus, which is investigating alleged discrimination against the West with respect to the distribution of freight cars, was scheduled to hear Colonel J. Monroe Johnson, director of the Office of Defense Transportation, later this week.

Mr. Faricy, who, as noted in *Railway Age* of May 17, page 1049, earlier replied to charges made before the same group by Robert R. Young, chairman of the Chesapeake & Ohio and Alleghany Corporation, declared in a statement distributed to the press that Mr. Berge tried to "conjure up a bogeyman of alleged discrimination against the West through alleged control of railroad operations by the Association of American Railroads, in the supposed interest of eastern railroads, industrial and financial interests."

"In his attempt to do this, Mr. Berge had to misstate some facts, misinterpret others, and generally distort the picture of the actual relationship between the association . . . and its members," Mr. Faricy replied in part. "The association is not the master of its members, but is their agent in carrying on the work which makes possible the daily flow of commerce on this continent. The association acts only in accordance with the policies of its members, expressed by majority action. Its affairs are directed by a board of 18 members, of whom only one-third are from eastern railroads."

Berge Wants a Law—Mr. Berge, now a practicing attorney in Washington, D. C., suggested that the caucus "begin at the beginning" by "striking down the power" of the A. A. R. to "control car interchange arrangements between railroads." "This power is too pivotal to be tolerated in private hands," Mr. Berge said. "I am aware that the Interstate Commerce Commission possesses the authority in time of emergency to exercise control over interchange arrangements and the allocation of freight cars. I understand that the commission has in the present emergency delegated its authority to the A. A. R. Such a delegation, of course, merely serves to increase the power of the A. A. R. by adding the sanction of commission approval to the exercise of the power which the A. A. R. has already illegally usurped. If individual western railroads were formerly afraid to challenge the A. A. R., I think you will agree that they are now even more afraid."

Mr. Berge also recommended that Congress adopt legislation requiring the I. C. C. to establish and supervise the conditions and terms upon which all railroads of the country, "without the fear of the A. A. R.," may participate in the interchange of freight cars with each other. "Such legislation would eliminate one basis of the A. A. R.'s power over railroad affairs and would permit western railroads to share in the available car supply, not according to the private standards of the A. A. R., but according to public standards prescribed and enforced by a public body responsible to this Congress, and through the Congress, to the people of the United States," he asserted.

The West a Vassal, He Says—According to Mr. Berge, the "presently discriminatory allocation" of available cars is "merely symptomatic" of the "plenary power" of the A. A. R. to discriminate against the West. "Indeed, the mere fact that there are more western owned cars in the East than there are eastern owned cars in the West is itself indicative of a more serious underlying maladjustment—the desire of the eastern railroads and their industrial and financial allies to preserve the West as a source of raw materials for eastern fabricators," Mr. Berge charged. "In pursuance of this paramount objective of perpetuating the economic and industrial status quo, the western railroads have served only as handmaidens of eastern interests, carrying western grist to eastern mills, and the people of the West have

(*Continued on page 1178*)

LL.D. for Judge Fletcher

Among recipients of honorary degrees at the annual commencement exercises in Washington, D. C., of American University was Robert V. Fletcher, chairman of the university's board of trustees and former president and general counsel of the Association of American Railroads, who received the doctor of laws degree.

Low Car Output Disturbs Johnson

He says steel was available in May ; Felton gives builders' views

Reported production of only 1,797 domestic freight cars for the first half of May was "disappointing" to Colonel J. Monroe Johnson, director of the Office of Defense Transportation, according to O. D. T.'s account of the director's May 28 meeting with his industry advisory committee on distribution of steel for freight car. The report of the meeting was issued in connection with a May 29 press conference at which Colonel Johnson discussed the car-production situation, attributing the lag in deliveries to the builders.

The steel producers, he said, had more than fulfilled their promises of steel deliveries, the steel committee having reported that 202,000 tons had been made available in March and 206,000 tons in April. "The steel industry," the O.D.T. statement continued, "had previously agreed to underwrite a sufficient amount of steel for the production of 7,000 cars per month and had allocated a total of 163,000 tons to start the ball rolling in the month of April. However, so that the program could be initiated as quickly as possible they endeavored to step up their deliveries starting in March with results as stated above."

Subsequently the steel industry agreed to provide additional steel tonnage to meet a 10,000-car monthly program, and the O.D.T. statement said that Colonel Johnson was "more than pleased" with that cooperation. Meanwhile, the colonel said at his press conference that discussions with car builders had failed to produce a complete explanation of the "disappointing" May production. He suggested that about 8,000 cars should have been delivered last month, but predicted that the month's total production probably would not exceed the 4,100 cars delivered in April.

The O.D.T. director went on to say that the 10,000-car monthly production, scheduled to be achieved in July, would now be pushed back to September. With production at only 4,000 cars per month, he added, there is a net loss of cars, because the railroads retire from 5,000 to 7,000 per month. Colonel Johnson suggested that unbalanced inventories of parts might be a partial explanation of the low production. Builders might not have assembled the required number of complete "sets" to produce the promised number of cars, he explained.

At the same time he said that if the projected 10,000-car monthly schedule did not materialize in July, the interested sub-

committee of the Senate committee on interstate and foreign commerce would probably call for an explanation. The chairman of that subcommittee, Senator Reed, Republican of Kansas, has been keeping in close touch with the situation, according to Colonel Johnson.

With respect to the outlook for handling this fall's traffic, the O.D.T. director said he thought the railroads would achieve the greater efficiency which would enable them to take on the prospective increase of 10 per cent above last fall's volume. If such further efficiency is not achieved, he added, only 75 per cent of the country's demand for rail transportation will be met this fall as compared with 85 percent in the fall of 1946.

Commenting on Colonel Johnson's remarks, S. M. Felton, president of the American Railway Car Institute, said the O.D.T. director "obviously is laboring under either a misapprehension or a lack of facts. It should be perfectly apparent that the car-building industry is in business to build cars. Profits flow from production. To imply that car builders are slowing up production deliberately is to accuse them of cutting their own throats economically. Self-interest alone makes it imperative that cars be built just as speedily as materials are on hand to clear up the existing backlog of orders and make room for the expected additional orders.

"It is not the total tonnage of steel that is all important," Mr. Felton concluded, but having the complete car sets of all materials available to the shops at the proper time. The car builders in this respect are being plagued by the same basic problem as are many other industries."

Referring to a statement by Colonel Johnson at the April 26 meeting of the directors of the Association of American Railroads, to the effect that freight car builders tend to build each month one-twelfth the number of cars for which they have firm orders (reported in *Railway Age* of May 3, page 904). Mr. Felton subsequently wrote presidents of member roads —some of whom, he said, had been caused concern by the statement—in part as follows:

"Perhaps in some instances it might be natural for an industry to avoid 'working itself out of a job.' But it does not happen to be true of the car builders. The facts do not justify that assumption. The car builders are producing cars just as fast as complete car sets of steel and other materials are received, and have been all but beating down the doors of the steel companies to obtain additional steel.

"Every fact that we have in hand indicates that the railroads will need far in excess of the freight cars now on order, and it seems good business to clear current orders just as speedily as possible so that the roads can be assured of prompt delivery on future orders.

"Repeatedly the car builders have projected production schedules for the months ahead which have been far in excess of one-twelfth of the orders on hand. These schedules have not been met because of materials shortages, primarily steel. We are in business to build cars and good economics dictate speed rather than a 'slow down.'

"A Model for All Industry"

The outstanding example of adequate industrial planning and mobilization prior to World War II can be found in the railroads. Industry in general can well profit from the experience of the railroads, which, stung into action by government operation in World War I, designed a mobilization plan for railroad participation in war which was both realistic and effective. It is a model for all other industry to follow. The plans developed by the American railroads and the self controls established, made extraordinary government controls superfluous and relieved the government of a major administrative task, to the benefit of the war effort and also of the taxpayers. The same sense of responsibility which they demonstrated must pervade all industry in providing for national security if industry wishes to preserve the free enterprise system. *—General Brehon Somervell, president of Koppers Company, in an address May 28 at the annual meeting of the National Industrial Conference Board in New York.*

"As you doubtless know some progress has been made in stepping up production. April deliveries by the car builders were almost double the February figure. And, if the steel for 10,000 more cars per month is made available to us, as the steel industry has promised, car production will be stepped up accordingly. Our analysis indicates that the immediate goal of producing 10,000 cars per month can and will be met if the material bottleneck is broken."

Mitchell of W. P. Heads State Chamber of Commerce

Harry A. Mitchell, vice-president and general manager of the Western Pacific, at San Francisco, Cal., has been elected president of the California State Chamber of Commerce. He is also president of the Sacramento Northern and the Oakland Terminal.

Wheeler Sees Truman Misled

Former Senator Burton K. Wheeler in an article in the June issue of Railway Progress charges that President Truman was misinformed last year when he vetoed the Wheler-Reed Bill providing for the voluntary reorganization of insolvent railroads. "Passage of similar legislation during the current session of Congress is essential if the investments of thousands of American families are to be saved," he said in urging the swift passage of this session's H.R. 3237, the Reed bill, a revision of the vetoed measure in accordance with Mr. Truman's objections. Mr. Wheeler states that the President's 1946 veto "prevented the stockholders and junior bondholders of railroads which have since last July emerged from section 77 proceedings from receiving benefits which would otherwise have accrued to them under the bill."

Other articles in the issue deal with means to lengthen the season for vacation travel, the Jacksonville (Fla.) Terminal's educational tours for school children, the history of the Detroit, Toledo & Ironton, the use of pallets in freight handling, and a survey of the April 23 proceedings in the Lincoln, Neb., anti-trust case against western railroads and others.

Timken Opens Canadian Plant

A new branch plant of the Timken Roller Bearing Company was formally opened recently in St. Thomas, Ont., Canada. Although construction began on May 15, 1945, a shortage of building materials had held up its completion. The plant has 225 employees, 30 of whom are supervisory personnel who were in the Canton, Ohio, plant for several months learning operating methods and policies.

Indiana Harbor Belt Installs Yard Radio

Installation of permanent two-way radio communication equipment at the Gibson (Ind.) freight classification yard of the Indiana Harbor Belt (New York Central System) has been completed and now is in operation. The system is in use between the north hump, which handles the westbound traffic, and five yard locomotives.

The equipment consists of one fixed station at the top of the hump and the five mobile units on the locomotives, all operated on the same frequency of 161.67 megacycles, using frequency modulation. Two control units are provided at the fixed station, one inside the building at the top of the hump, and the other outside for the use of the hump conductor. The outside unit is given priority over the inside one in order that the conductor may have instantaneous communication with the locomotives. The control units for the locomotives are in the cabs, with the microphone, speaker and control button conveniently located for the engineer. The fixed-station antenna, which is used for both transmitting and receiving, is mounted on a pole near the top of the hump. The locomotive antennas are located on the tenders, as are the locomotive transmitters and receivers. Weather-proof steel cases house the locomotive transmitter and receiver.

Since the radio equipment is used to give direct operational orders from the conductor on the hump to the engineer in the cab, it is essential that any failure of radio equipment, which might prevent instantaneous communication, be known immediately. To accomplish this, a system which automatically checks the radio circuit every five seconds is employed. This system, which operates by the transmission of a 6,000-cycle tone every five seconds, operates relays in the locomotive so that

an indicator light is illuminated as long as the check pulses are received correctly. In the case of failure of the check pulses to reach the locomotive seven seconds after receipt of the last one, the indicator light goes out, thus warning the engineer to take proper steps to protect the operation.

The equipment was installed by the communications department of the New York Central System with the assistance of representatives of the General Railway Signal Company, manufacturer of the equipment.

R. R. Men Talk Fire Prevention at 1-Day Chicago Meeting

Talks on the prevention of fires on Diesel locomotives and in railroad transportation generally, and on the function, purpose and accomplishments of the railroad fire prevention department, featured a one-day session of the Railroad section, National Fire Protection Association, in Chicago on May 26, in connection with the association's 51st annual meeting there May 26 to May 29, inclusive. The railroad meeting, presided over by Chairman W. F. Hickey, manager of insurance of the New York, New Haven & Hartford, was attended by approximately 100 railroad fire protection and insurance men.

Mr. Hickey opened the meeting, reporting that railroad fire losses during 1946 amounted to about $10,000,000, the highest during the past 28 years. He attributed the monetary rise partially to the increase in the dollar value of labor and materials. He reported that fire protection on Diesel locomotives is a continuing "live" subject, and that the section's standing committee has recommended a change in Diesel design to avoid accumulations of oil and has emphasized the importance of keeping the inside and underside of Diesels clean and free from oil spillage.

In this connection, R. J. Snowdon, supervisor of fire prevention of the Seaboard Air Line, in an address, pointed out that during 1945 the average loss per fire for Diesels was $2,133, compared with $339 for steam locomotives. He emphasized "good housekeeping" as the keystone of fire prevention on Diesels, and also recommended that manufacturers of Diesels make certain design changes in the interest of fire prevention.

George R. Hurd, of the Illinois Central, discussing the railroad fire prevention department, declared that the I. C.'s department last year saved the road "at least $100,000 and possibly more." He pointed out, among other things, that the fire prevention department must keep posted on all maintenance, construction and remodeling work and on all proposed facilities and changes of occupancy; maintain contact with fire prevention organizations; keep abreast of the latest developments in the fire prevention field; and secure the co-operation of the other departments on the railroad.

The adoption of a policy of stenciling "No Smoking" signs in two or more places on the inside of every box car was urged by L. J. Molloy, chairman of the Fire Protection and Insurance section of the Association of American Railroads and superintendent of insurance of the Seaboard. Declaring that smoking causes a large majority of the freight car fires, he called upon those present to make "sensibly controlled smoking a principal target for the year." Concurring with Mr. Molloy was Thurber C. George, inspector for the Bureau of Explosives, A. A. R., who stated that "we know that much of the fire loss is directly chargeable to negligence of this kind." He urged, among other things, the prevention of smoking around dangerous and readily combustible cargo; the prompt reporting to the bureau of explosives of all fires of a suspicious nature; the inspection of finished loads of dangerous articles at the point of origin; and the furnishing of good, tight, clean cars for dangerous articles.

G. M. & O.-Alton Merger Completed

The merger of the Gulf, Mobile & Ohio and the Alton, creating a new 3,000-mi. railroad system extending from Chicago to the Gulf Coast, was completed on June 1, following a final approval order signed by Judge John P. Barnes in Federal district court at Chicago last week. (Details of the merger plan were reviewed in *Railway Age* of September 29, 1945, page 513). The order ended two years of negotiations by the G. M. & O. for acquisition of the Alton, which had been in the process of reorganization since 1942.

The new Gulf, Mobile & Ohio system, known as "The Alton Route," affords direct service between Chicago, Kansas City, Mo., St. Louis, Birmingham, Ala., Montgomery, New Orleans, La., and Mobile, Ala. Coincident with the merger was the inauguration of through sleeper service between Chicago and Mobile.

Seatrain Resumes Cuban Run

Shipping services between New Orleans, La., and Havana, Cuba, have been resumed by Seatrain Lines, Inc., it was announced recently. The schedule calls for Saturday departures from New Orleans and Monday departures from Havana. In addition a supplementary fortnightly service betwen New York and New Orleans, via Havana, has been inaugurated.

George P. Baker to Head Study on Air Line Competition

A study of competition in air transportation will be undertaken by the Harvard University Graduate School of Business Administration, it has been announced. The study, to be under the direction of George P. Baker, James J. Hill professor of transportation at the business school, where he also is in charge of aviation research, was recommended by the Advisory Committee on Aviation Research. It will be based on an analysis of the actual experiences of the air lines under varying degrees of competition and will attempt to determine to what extent competition is necessary in the public interest. The committee, it was stated, believes an objective approach to this problem is needed if air transportation is not to repeat the unhappy competitive experiences of the railroads and other forms of ground transportation.

Specials for Shriners

The Pennsylvania - Reading Seashore Lines operated 59 special trains into Atlantic City, N. J., 41 of them arriving on May 25, in connection with the recent convention in that city of Shriners from all over the United States. A total of 690 cars were required for the movement, including 317 sleeping cars, 223 coaches, 60 dining cars, and 90 baggage and horse cars. Seven special trains originated in California, and railroads throughout the country were involved in the movement of these and other trains originating in the South and Midwest. Five trains from Chicago, Springfield, Ill., and Terre Haute, Ind., including 51 sleeping cars and 6 dining cars, were parked and serviced at the Atlantic City station, providing sleeping and dining facilities during the convention for Shriners from those points.

Burlington Buys Troop Cars

The Chicago, Burlington & Quincy has purchased 300 troop kitchen cars from the War Assets Administration for conversion into baggage-express cars, Ralph Budd, president, announced last week. Work on the cars will be performed at the road's Lincoln (Neb.) shops, where production has begun on 2,000 new box cars.

Farley Assails Berge Views on Car Supply

(*Continued from page 1176*)

continued as drawers of water and hewers of wood."

Mr. Berge contended that the "unwillingness" of the A. A. R. to test the facts in the "time-honored, traditional American way" in a court of law was "proof of the pudding" that the charges made by the government in the so-called Lincoln, Neb., case against the A. A. R. are "fully substantiated" by the facts. "As you gentlemen are undoubtedly aware," he continued, "the powerful lobby of the A. A. R. is now working day and night to persuade this Congress to exempt the transportation industry from the anti-trust laws by passing the so-called Reed-Bulwinkle bill. I sincerely trust that you . . . will ask yourselves this question: If the serious charges made by the government in the western suit are merely 'the vaporings of a bunch of crackpots in the Department of Justice,' why the unseemly haste on the part of the A. A. R. to deny the Congress and the public at large the benefit of a judicial examination of the charges?" Mr. Berge described the "public" as the "consumers" of freight, which, he said, is the "one group" which "finds no representation in the railroad lobby."

A. A. R.'s Power—Mr. Berge told the

caucus that the evidence in the Lincoln case discloses that the "conspirators" who formed the A. A. R. "early recognized" that the power to control car exchange would be the most effective means of disciplining recalcitrant railroads which balked at any terms of the "conspiracy." "Indeed, in the Georgia case," he charged, "J. J. Pelley, then president of the A. A. R., testified that control over interchange of cars was the weapon that induced the railroads to adhere to the old American Railway Association, the predecessor of the A. A. R."

Mr. Berge said that the recent denial by Ralph Budd, president of the Chicago, Burlington & Quincy, that the A. A. R. possesses power to dictate policy for that road is "hard to reconcile with the C. B. & Q.'s recognition of the authoritative power of the A. A. R. when it was organized." "However," he added, "the exclusive control over car exchange and per diem arrangements possessed by the A. A. R. compelled the C. B. & Q. to join despite its grave apprehensions. This same control today compels the C. B. & Q. discreetly to refrain from charging the A. A. R. with responsibility for the discriminatory allocation of cars. But it is important to note that Mr. Budd did not deny the existence of the discrimination."

Mr. Berge said that he did not believe that discriminatory allocation of cars by the A. A. R. is "consciously intended" as a deliberate infliction of injury upon the West. "But under the Sherman Act, men are held to have intended the natural consequence of their acts," he said. "And certainly injury to the West is a natural consequence of the exercise by the A. A. R. of its power to preserve the national economic status quo."

A. A. R.'s "Firm Policy"—Mr. Berge told the caucus that the "inherent power" of the A. A. R. to discriminate against the West remains untouched by the recent decision of the Supreme Court of the United States in the recent class-rate case, reported in *Railway Age* of May 24, page 1077. "It is the A. A. R.'s power authoritatively to control railroad affairs which gives rise not only to such discriminations against the West as the perpetuation of class rate differentials and the unequal distribution of freight cars, but to other such discriminations as inevitably result when the interests of the West conflict with the A. A. R.'s firm policy of preserving the industrial and economic status quo," he said. "This policy is but a reflection of the interest of the eastern financial and industrial interests, which, consistent with their history of intimate participation in railroad affairs, were very active in the formation of the A. A. R. and have since been actively involved in the formation of A. A. R. policy and the exercise of A. A. R. control over the railroad industry. . . ."

Mr. Berge also asserted that an "intimate relationship" between rail freight rates and industrial prices is "most obvious" in industries whose pricing systems are constructed upon multiple basing points, and particularly those industries whose delivered prices are calculated on the basis of the f.o.b. price at designated basing point plants.

From North of the Border

If you read your Bible occasionally you will remember the sage advice in Deuteronomy "Muzzle not the ox that treadeth out the corn." That is as true today as it was when it was written. The railways of Canada tread out more than their fair share of corn and are entitled to their fair share of meal. Not only are they the largest transporter of the nation's people and materials but they are also the nation's largest buyers of materials and employers of labor. There isn't a man, woman or child in Canada who doesn't benefit substantially from the railway dollar. The railways of Canada are not only the backbone of the nation—they are, in large measure, the bloodstream as well.

There is nothing so stultifying as recurring deficits. Such a condition means that, not only must every item of expense be pared to the bone, but many things that are desirable, but not absolutely necessary to efficient operation, have to be left undone, often to the general detriment of modernization, and what is even worse, the effect upon the workers' morale is crushing. Without good morale you can't have good railways, and without good railways this country cannot prosper and cannot maintain to its full usefulness the fourth arm of our national defense forces. For, as the last war proved, the Navy, Army and Airforce—and industry, too—must rely in largest measure for their mobilizing effectiveness upon the effectiveness of the railways to do their job well. The railways of Canada have now reached that point, where, with existing freight rates and in the face of current costs and fixed charges, they face slow and sure strangulation.

—R. C. Vaughan, chairman and president of the Canadian National, in an address May 29 at the annual meeting of the Sherbrooke, Que., Chamber of Commerce.

He said further that the "close working arrangement" between the eastern manufacturers and the railroads is worthy of a "careful scrutiny" by the caucus. "This arrangement results from common control of the carriers and the steel companies," he added. "This common control is typified by Thomas W. Lamont, who holds the positions of director upon the boards of J. P. Morgan & Co., Atchison, Topeka & Santa Fe, and United States Steel Corporation. The Santa Fe refusel to grant even special reduced rates for the government from Geneva, Utah, to the west coast. Many other similar illustrations of common control could be provided which would show not only what has been done but what may be done legally if the Reed-Bulwinkle bill is approved by Congress."

"Six Years" to Statism—Mr. Berge also contended that (1) the A. A. R. "controls and regiments" the carriers and that its philosophy has restricted the expansion and growth of the railroad industry; (2) the I. C. C. should be given the authority to promulgate and enforce car service rules and orders, thereby reducing the "power" of the A. A. R.; and (3) "monopolization" by the A. A. R. of the railroads is not compatible with the American system of free enterprise and will result in the "socialization" of the railroads "within six years" unless the A. A. R. changes its policies.

Mr. Berge agreed with members of the caucus that the A. A. R. was a "voluntary" organization in that no railroad was compelled to join. At the same time, however, he said it was "difficult" for any non-member road to "buck" the A. A. R., which, he insisted, dictates to its member roads policies pertaining to rates, car supply, and other matters. He said that he was opposed to the authority delegated to W. C. Kendall, chairman of the A. A. R.'s Car Service Division, as an I. C. C. agent in car service matters, and in that connection intimated that the I. C. C. was partially responsible for the present freight car shortage. "The A. A. R.'s power is rooted in its control over the interchange of freight cars between railroads," he said, adding that "a very large degree of influence over the development of the national economy inures to the A. A. R. from its control over railroad affairs."

With respect to an announcement made earlier this week by Attorney General Clark that he has authorized a grand jury investigation into alleged restraints of trade and violations of the anti-trust laws by certain corporations and individuals in the railway freight car building industry, as reported elsewhere in this issue, Mr. Berge asserted that any such restraint would tend to "aggravate" the present car shortage situation. He said that while he was not "too familiar" with Mr. Clark's action, it had been "discussed" when he [Mr. Berge] was affiliated with the Justice Department.

Faricy's Reply—According to Mr. Faricy, the A. A. R. does not have the "power or desire" to discriminate against its western railroad members, the West or any other part of the country. "Indeed, Mr. Berge himself disclaimed any belief that the A. A. R. consciously intends deliberate infliction of injury upon the West," Mr. Faricy said. "Obviously, the very existence of the association depends upon its preserving scrupulous fairness in dealing with the railroads of all sections."

Mr. Faricy declared that the alleged facts cited by Mr. Berge to support his charges of discrimination against the West "simply are not true." "He says, for example," Mr. Faricy added, "that there are more western owned cars in the East than there are eastern owned cars in the West. The exact reverse is true. On May 15, 1947 . . . there were in the East 160,698 western-owned cars of all types and in the West 182,201 eastern-owned cars. The western railroads had on their rails 102.2 per cent of their ownership of cars, while the lines in the East had 94.2 per cent."

Mr. Faricy stated that the pending Reed-

Bulwinkle bill is not an attempt to exempt the transportation industry from the anti-trust laws but an attempt to clarify, through expression of congressional intent, a conflict which the Anti-trust Division has asserted to exist between those laws and the Interstate Commerce Act. "The necessity for such a clarification was well expressed by one of the authors of the bill when he said that the railroads cannot serve two masters," Mr. Faricy commented.

"Mr. Berge says that the overwhelming shipper support of this bill is due to a selfish interest in preserving the status quo. If that were true—which it is not—Mr. Berge is including in his indictment virtually all the shippers of the United States, for almost without exception shippers and shipper organizations have expressed their support of the bill."

The System Works—The A. A. R. president also denied charges made by Mr. Berge that the A. A. R. has exercised, or sought to exercise, control over its members and that it has the power to fix freight rates. With respect to Mr. Berge's discussion of sectional differentials in class rates, Mr. Faricy, noting that only about 5 per cent of the total railroad traffic moves on such rates, observed that Mr. Berge did not mention the fact that "there is little difference in the level of rates as a whole in the different sections, or the further fact that in every instance the class rate scale were worked out by the . . . commission itself, all of them before the A. A. R. existed."

In conclusion, Mr. Faricy stated that the A. A. R. is a "working agency" of the railroads set up by them to deal with the "many things" which they must do together "if this country is to enjoy the free interchange of freight cars, from railroad to railroad, which is the basis of our continental commerce" "It exercises certain powers of distribution of these cars, but they are powers authorized by its members as being essential to the efficient use of the available car supply," Mr. Faricy concluded. "Its object—and its only object—in distributing cars is to help its members, and the shippers whom they serve, to get the most use out of the cars which are available.

"In recent months, there have not been enough cars to handle currently as offered everything which everybody wished to ship. For that situation, there are reasons connected with the late war, which were beyond the railroads' control. But it should not be forgotten that under the system which the railroads have set up to handle this phase of their business, they successfully handled the tremendous transportation requirements of the war. And it should not be overlooked that today they are moving more tons of freight more miles than ever before in peace time. No industry is coming closer to meeting all the demands upon it in this time of shortages than are the railroads, and as more new cars become available they will do better. The test of the railroads' system for handling their business—which Mr. Berge would have Congress scrap—is that it works."

New Electro-Motive Research Center Opens This Summer

A new research center to develop "locomotives of tomorrow" will be opened at La Grange, Ill., this summer by the Electro-Motive Division of General Motors Corporation, C. R. Osborn, G. M. vice-president and general manager of Electro-Motive, announced last week. The new center will be housed in a $1,000,000 building adjacent to the La Grange plant. Mr. Osborn said the project will permit concentration of engineering and research work now in progress at various points within Electro-Motive's main manufacturing plant.

Transport Corps to Prepare for Future Crisis

Because of the necessity for having trained manpower to expand immediately the existing military structure in case of another emergency, the United States Army Transportation Corps will seek the assistance of leaders in transportation in sponsoring and organizing several types of units to be "affiliated" with the corps, it was announced recently by Brig. Gen. Paul F. Yount, acting chief of transportation. The corps, General Yount said, will go directly to the heads of selected railroads, steamship lines, shipyards, motor carriers and various civilian transportation organizations to seek their aid in the program, which, it was stressed, is to be entirely voluntary on the part of industry.

Freight Car Loadings

Loadings of revenue freight for the week ended May 31, which included the Decoration Day holiday, totaled 830,383 cars, the Association of American Railroads announced on June 5. This was a decrease of 60,222 cars, or 6.8 per cent, below the previous week, an increase of 203,498 cars, or 32.5 per cent, above the corresponding week last year, and a decrease of 7,503 cars, or 0.9 per cent, below the comparable 1945 week.

Loadings of revenue freight for the week ended May 17 totaled 888,203 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading

For the Week Ended Saturday, May 17

District	1947	1946	1945
Eastern	169,085	137,522	151,209
Allegheny	189,716	134,773	189,314
Pocahontas	67,457	48,949	54,437
Southern	136,057	104,316	128,956
Northwestern	131,377	89,361	136,338
Central Western	128,496	116,974	130,219
Southwestern	66,020	56,315	78,441
Total Western Districts	325,893	262,650	344,998
Total All Roads	888,208	688,210	868,914
Commodities:			
Grain and grain products	42,286	42,138	53,189
Livestock	13,225	14,641	14,302
Coal	189,419	139,485	148,638
Coke	14,288	4,962	14,665
Forest products	48,356	34,820	43,803
Ore	72,597	25,581	80,959
Merchandise l.c.l.	121,042	119,056	108,417
Miscellaneous	386,905	307,527	404,941

Loadings for the week ended May 24 totaled 890,605 cars, and the summary for that week follows:

Revenue Freight Car Loading

For the Week Ended Saturday, May 24

District	1947	1946	1945
Eastern	169,224	111,165	163,604
Allegheny	193,495	108,749	190,374
Pocahontas	65,866	48,644	56,043
Southern	132,808	91,472	130,192
Northwestern	136,904	76,670	132,658
Central Western	129,665	87,565	132,272
Southwestern	62,643	47,208	77,610
Total Western Districts	329,212	211,443	342,540
Total All Roads	890,605	571,473	882,753
Commodities:			
Grain and grain products	44,656	34,905	53,562
Livestock	12,194	10,149	13,744
Coal	188,721	120,366	168,324
Coke	14,289	3,619	15,345
Forest products	45,851	32,394	44,537
Ore	79,349	28,641	73,663
Merchandise l.c.l.	119,626	91,728	108,801
Miscellaneous	385,915	249,671	404,777
May 24	890,605	571,473	882,753
May 17	888,208	688,210	868,914
May 10	884,242	684,942	838,764
May 3	882,684	671,311	866,034
April 26	893,776	660,264	899,950
Cumulative total, 21 weeks	17,296,701	14,952,964	16,912,030

In Canada.—Car loadings for the week ended May 17 totaled 77,900 cars, as compared to 76,754 cars for the previous week and 66,426 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 17, 1947	77,900	36,639
May 18, 1946	66,426	30,229
Cumulative totals for Canada:		
May 17, 1947	1,401,598	749,031
May 18, 1946	1,325,012	688,528

Canadian car loadings for the week ended May 24 totaled 71,132 cars as compared to 77,900 cars for the previous week and 60,948 cars for the corresponding week last year, according to the bureau.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 24, 1947	71,132	34,680
May 25, 1946	61,036	25,001
Cumulative totals for Canada:		
May 24, 1947	1,472,730	783,711
May 25, 1946	1,386,048	713,529

North Western Summer Trains

Daytime train service between Chicago and the North Woods resort country of Wisconsin and upper Michigan was inaugurated by the Chicago & North Western last week with the initial departures of its summer trains, the "Flambeau" and the "Indian Head." The latter train, running between Chicago and Drummond, Wis., will next depart on July 3, and on Fridays from July 11 to August 29, inclusive. The "Flambeau," which serves Ironwood, Mich., and Watersmeet, with stops at many resort areas, will depart on Fridays and Saturdays during June; on July 2 and 3; and daily from July 5 to August 30, inclusive. Thereafter it will operate on weekends, to include final departure from Chicago on September 27.

Additional general news and a list of current publications appear on page 1197.

With the Government Agencies

Launches Anti-Trust Probe of Car Building

Grand Jury investigation of industry's practices announced by Clark

Attorney General Clark announced on June 3 that he had authorized a grand jury investigation "into alleged restraints of trade and violations of the anti-trust laws by certain corporations and individuals in the railway freight car building industry." The announcement said further that subpoenas would be issued calling for the production before a District of Columbia grand jury of "certain documents and records of the freight car building companies, railway and car building trade associations and others."

"This action," the attorney general said, "is the result of an investigation by the Federal Bureau of Investigation of complaints that railway freight car building companies have entered into agreements with each other to fix non-competitive prices for freight cars built by them for railroads and other purchasers, and have allocated prospective railway freight car manufacturing business among the various companies in the industry according to percentage quotas assigned to the various members of the industry. From that investigation it appears that four freight car building companies have in recent years secured approximately 80 per cent of the freight car building business."

Competition "Suppressed"—The Department of Justice statement also embodied comment by Assistant Attorney General John T. Sonnett head of the Anti-Trust Division. "Freight cars," Mr. Sonnett said, "are normally purchased by individual railroads and others in large quantities, and it is customary for purchasers to solicit bids from the car building companies. The bids submitted in response to such solicitation become the basis for negotiations leading to the execution of contracts for the manufacture of the cars desired by the purchaser. It appears from the investigation to date that through collusion in the preparation of bids and through agreements on prices and on the allocation of business, the freight car building companies have suppressed competition among themselves and have retarded the growth of small car building companies and the development of the industry."

Turning from its quoting of Messrs. Clark and Sonnett, the Department of Justice statement went on to say that "to a very large extent the distribution of available freight cars by the railroads is controlled by the Association of American Railroads." It added that "evidence concerning the power" of the A. A. R. "to control freight car distribution" was presented by the department to the federal district court at Lincoln, Neb., on April 23. "This control is one of the issues involved in the government's anti-trust action against the Association of American Railroads, which seeks to eliminate unlawful restraints in the transportation industry," the statement also said.

It proceeded to assert that car builders are currently operating at less than one-third of the industry's capacity, and then returned to its quoting of Mr. Sonnett who was reported to have made this additional comment: "It is recognized that the current low rate of production is due in part to the steel shortage and to factors other than trade restraints indicated by the preliminary investigation of the industry. The discovery and prosecution of illegal restraints in the industry is, however, necessary to permit the reestablishment of competitive opportunities and the functioning of free enterprise in the freight car building industry."

Authorizes Helicopter Service for Mail and Property

"For the first time in commercial aviation history," as the announcement put it, the Civil Aeronautics Board has issued a certificate of public convenience and necessity authorizing air transportation of property and mail by helicopter. The certificate, issued on a temporary basis for a period of three years, authorizes the Los Angeles Airways to operate helicopters over three circular routes, totaling approximately 200 miles radiating out of the Los Angeles, Cal., municipal airport to 30 post offices in the Los Angeles area.

Explaining the three-year limitation on the certificate, the C. A. A. said that "the potential of the helicopter in commercial transport is unknown and whether the service proposed can be maintained on an economically sound basis with substantial public benefit is a matter which can be established only by experience."

G. M. & O. Emergency Board

Chairman Frank P. Douglass of the National Railway Labor Panel has appointed an emergency board from the panel to investigate a wage dispute between the Alton, which was consolidated with the Gulf, Mobile & Ohio, effective May 31, and certain of its employees represented by the Order of Railroad Telegraphers. Members of the board are H. H. Schwartz, former member of the National Mediation Board, J. W. Yeager and J. A. Lapp.

Senate Group Hears Seaway Proponents

Hoover, Marshall and Royall urge construction of St. Lawrence project

A subcommittee of the Senate committee on foreign relations will resume hearings on Senate Joint Resolution 111 on June 11, at which time the railroads and other opponents to the measure which would approve the United States-Canada agreement for the development and construction of the St. Lawrence seaway and power project are scheduled to appear. As noted in *Railway Age*, May 24 of page 1094, the resolution, sponsored by Senator Vandenberg, Republican of Michigan, and a bipartisan group of 15 other senators, would make the proposed seaway and power project as a whole "self-supporting and self-liquidating, both in its power and . . . navigating phase."

Hearings on the resolution got under way last week, when the subcommittee heard proponents of the measure, including former President Hoover, Secretary of State Marshall and Undersecretary of War Royall.

According to Mr. Hoover, an ardent advocate of the project for more than 20 years, the seaway would not affect transcontinental railroad business by more than 5 per cent. Asserting that the railroads presently are "fully taxed" with respect to meeting their traffic demands, he contended that the proposed seaway was creating "unnecessary alarm" among railroad interests.

Hoover Advises Railroads—The former President told the subcommittee that the railroads should be less concerned over the proposed $500 million project and "worry more" about obtaining "reasonable treatment" from the Interstate Commerce Commission in the form of freight rate increases. In the latter connection, he said that present rail freight rates were "too low" to meet the carriers' costs.

Stating further that the seaway would "pay for itself," Mr. Hoover contended that if the project were now in operation, it would expedite the export relief program. At the same time, he said that the seaway would have been instrumental toward alleviating the freight car shortage.

Mr. Hoover said that the seaway project should be approved despite increased construction costs of more than 60 per cent since 1941. He estimated that from 5 to 8 years would be required to complete it.

Senator Smith, Republican of New Jersey, expressed to Mr. Hoover the opinion

that the railroads fear the competition. "That is only an illusion," Mr. Hoover replied. "The railroads should be given a chance to live through increased rates. If the waterway is not built, enormous expansion of the railroads in the Midwest will be necessary. I can't say what the costs of increased land transportation facilities would be. . . . I'm not equipped with a Bureau of Economic Research to help prepare cost studies, etc."

Among other things, Mr. Hoover contended that the seaway would be used primarily for export traffic and would have little effect upon domestic coastwise and intercoastal trade. He said that the waterway also would result in the movement of iron ore and like products to western and midwestern industries at rates considerably less than the present railroad charges.

Not "Vital" to Defense—Undersecretary Royall said that railroad transportation at times threatened to become a "bottleneck" during or after World War II, adding that it would be "less concern" in a "future emergency" if water transportation were available for the entire haul from the Great Lakes region to transatlantic destinations and all or a part of the rail haul from the lakes were eliminated. He said that the additional water power as a substitute for steam plants would also reduce the transportation of coal and other fuels and would relieve the threat of a "rail bottleneck" in the event of a future war. He added that the "avoidance of transshipments" also would conserve personnel and time.

"While it cannot be stated with certainty that the delay in shipments by rail or boat or the congestion of port facilities in this country during World War II adversely affected the conduct of the war or its timing, yet it is true that there were uneasy moments in the matter of all transportation and that a situation might well have risen or might arise in a future war where an additional alternate ocean shipping route—or a safer route—would be of considerable value," he said, concluding that in the opinion of the War Department, the seaway, while not vital to national defense, would he "helpful" to national defense.

Undersecretary of War Royall's statement was similar in many respects to that of Secretary of State Marshall, who contended that the project would (1) serve as a "tremendous source" of electrical development; (2) be a vital line of communication between the U. S. and Canada; (3) offer facilities for the repair and construction of ocean-going vessels; and (4) result in overall economic and industrial development to both countries and the continent as a whole. Secretary Marshall described the seaway as being significant for national defense, adding that it would have saved "many lives" in the "Battle of the Atlantic" in 1942.

Secretary Marshall also took the opportunity to praise the war and peacetime roles played by rail and motor carriers. Remarking that he had no idea how the seaway would affect land transportation rates, he said that increased business calls for more transportation and communications and that the seaway would not "rule ineffective" either the rail or motor carriers.

Sees Western Roads Muzzled — Among other witnesses, Julius Barnes, president of the National St. Lawrence Association, and a former president of the United States Chamber of Commerce, charged that "eastern railroad interests," working through the Association of American Railroads, have been the "dominating force" in opposition to the seaway. He asserted that the eastern carriers had stifled "freely-expressed opinions" of the smaller, western roads.

According to Mark McKee, representing the Wisconsin & Michigan Steamship Co., the seaway would increase rail business by stimulating "general prosperity" in the area which it would serve, while D. W. Hoan, president of the Great Lakes Harbor Association, contended that the West and Mid-west are of the opinion that the railroads are not doing a "magnificent job." Mr. Hoan told the subcommittee that the railroads' actions are motivated by "eastern investment concerns."

Also appearing in support of the project were Major General F. B. Wilby, representing the Power Authority of the State of New York; H. C. Brockel, municipal port director, Board of Harbor Commissioners, Milwaukee, Wis.; Leland Olds, Federal Power Commission; F. C. Barnes, Michigan Great Lakes Tidewater Association; J. T. Sanders, National Grange; Russell Smith, National Farmers Union; W. C. Cowling, former manager, Detroit, Toledo & Ironton; F. G. Aandahl, governor of North Dakota; and H. E. Ekern, chairman, Deep Waterways Commission, Madison, Wis.

Announcement by Senator Wiley, Republican of Wisconsin and chairman of the subcommittee, that the hearings would be expedited to the extent that both proponents and opponents would be given approximately three days each, including rebuttal, in which to present their views, brought a protest from Senator White, Republican of Maine, chairman of Senate committee on interstate and foreign commerce. As Mr. White saw the situation, it was the purpose of the subcommittee to make "short shrift" in the hearings on "any opposition there may be."

New Rule for Fractions in Eastern Fare Increases

The Interstate Commerce Commission has modified its rule for the disposition of fractions in connection with fare increases granted recently in separate decisions to the New York, New Haven & Hartford and to other eastern roads. The new rule, prescribed in an order dated May 26, applies to both proceedings. It reads as follows:

"In connection with the one-way fares authorized herein, fractions of less than 0.5 cent shall be dropped and fractions of 0.5 cent or greater may be increased to the next whole cent. In connection with round-trip fares authorized herein, fractions may be increased so that the resulting fares shall end in the next higher '0' or '5'."

The rule which the foregoing supplants had made no distinction between one-way and round-trip fares. It provided that when the total increased fares were less than $1, fractions of less than one-half cent would be dropped while those of one-half cent or more would be increased to the next whole cent; and that where the total increased fares were more than $1, such fares would end in "0" or "5", but no more than 2.5 cents could be added to any fare for that purpose.

Tractor Falling in "Zephyr's" Path Not Properly Secured

Operation of a freight train "in which the lading of one of the cars was not properly secured" caused the April 3 accident on the Chicago, Burlington & Quincy at Downers Grove, Ill., where a "Twin Zephyr", eastbound from the Twin Cities to Chicago, was derailed after colliding with a tractor which had fallen from a flat car on the freight, according to the report of an Interstate Commerce Commission investigation under the supervision of Commissioner Patterson.

The accident resulted in the death of 2 passengers and 1 train-service employee, and the injury of 25 passengers, 2 dining-car employees, 1 coach porter and 2 train-service employes. It occurred on the Burlington's Chicago-Twin Cities line at a point 592 ft. west of the station at Downers Grove, where there are three main tracks designated, from north to south, as No. 1, westward, No. 2, either direction, and No. 3, eastward. Trains moving with the current of traffic on tracks Nos. 1 and 3 and in either direction on track No. 2 are operated by signal indications. The freight train was being operated westbound on track No. 2 while the passenger train was moving eastward on track No. 3 where the accident occurred. The main tracks are tangent throughout a distance of more than a mile immediately west of the point of accident and a "considerable distance" eastward. The distance between the center lines of tracks Nos. 2 and 3 is 14 ft.

Trains Involved—The freight, Extra 110 West, consisted of a four-unit Diesel-electric locomotive, 101 cars and a caboose. While it was passing Tower R, located 1,645 ft. west of the station at Downers Grove, a tractor fell from the eighty-fifth car directly in the path of the "Zephyr," identified in the report as No. 24. The report put the sped of the freight train at 48 m.p.h., its limit being 50 m.p.h.

The passenger train consisted of a Diesel-electric locomotive and seven cars in the following order: 1 baggage-tavern car, 2 coaches, 1 dinette car, 1 dining car, 1 coach, and 1 parlor-lounge car. The cars were constructed with conventional steel underframes and stainless steel superstructures, and provided with articulation-type trucks, except at the front end of the first car and the rear end of the seventh car. This train had received a green light from the governing signal located on a signal bridge 75 ft. west of the point of accident, and it was estimated to have been traveling at its 70 m.p.h. limit.

The tractor was "demolished," and No. 24's engine and all seven cars were derailed,

the engine becoming separated from the train while the cars remained coupled together. The engine stopped on its side and across the three tracks, with its front end 875 ft. east of the point of collision. The front end of the engine, both traction trucks, the right side of the supertrusctures, and the framing were "badly damaged." The cars remained upright and stopped with the front of the first car and the rear of the seventh car, respectively, 668 and 209 ft. east of the point of collision.

Damage to Cars—The first car struck the north wall of the Downers Grove passenger station, then it was diverted northward and stopped with its front end on track No. 3 and its rear end on the station platform and 10 ft. south of track No. 3. This car, as the report put it, "was badly damaged, and the right side at the rear was demolished throughout a distance of 12 ft. and inward to the centersills." The second car stopped in line with the first car, with its front end 10 ft. south of track No. 3 and on the station platform, and its rear end inside the station and 30 ft. south of track No. 3. The right side of this car "was demolished inward to the centersills" throughout half its length. The third car, which was "badly damaged," stopped with its front end against the north wall of the station and 30 ft. south of track No. 3 and its rear end on track No. 3. The fourth to seventh cars stopped in line with track No. 3 and were "considerably damaged."

The commission's investigation disclosed that the first any member of the freight train's crew knew of anything being wrong was when the flagman in the caboose saw sparks flying from the vicinity of the eighty-fifth car. Before he could take any action, the brakes of the freight became applied in emergency and the passenger train had already passed the freight's rear. The fireman of the passenger train (the engineer was killed) said that dust stirred up by passage of the freight partially obscured his view, and the first he knew of anything being wrong was when he observed that a separation had occurred between two cars of the freight. Then he saw the tractor "a few hundred feet distant," and "immediately called a warning to the engineer, which was simultaneous with the engineer's action in moving the brake valve to emergency position." The collision occurred before No. 24 could be stopped. The time was 10:40 p.m., when it was misting.

How Tractor Was Loaded—The tractor involved was an International Harvester Company Model TD-18, equipped with a continuous-travel crawler track arrangement on each side. Its weight in working order was 23,945 lb., and it was one of two such tractors loaded on the freight train's eighty-fifth car. The car was Southern 51327, a flat car of the fish-belly type, which was built in March, 1942, and which had its draft gear inspected, its journal boxes repacked, and its air brake cleaned during September, 1946. The total weight of the car and lading was 108,790 lb.

The car was loaded April 1 at I.H.C.'s plant at West 33rd street, Chicago, the shipment being destined to New Orleans, La., via the Illinois Northern, C. B. & Q., and Gulf, Mobile & Ohio. The I.N. delivered the car, in a cut of 34 cars, to the Burlington at the later's yard at Western avenue, Chicago. The Burlington transferred the car to its classification yard at Morton Park, Chicago, where, "after various switching movements," the car was assembled into Extra 110 West which departed from Morton Park about 9:45 p.m. on April 3.

The tractor had been loaded from the A, or rear, end of the car, and it slid laterally, falling from the left side. The report noted that rules of the Association of American Railroads governing the movement in trains of crawler-type tractors on flat cars prescribe detailed specifications for blocking to prevent displacement by fore-and-aft or lateral motion. In the latter connection, the rules require that the tractor must be secured on each side by blocking of specified sizes and thicknesses. The commission's investigators found "no indication that side bolcking had been provided, nor were there any nail holes alined longitudinally in the flooring of the car to indicate that any side blocking had been properly secured, either outside or inside the crawler tracks of the tractor involved." Meanwhile, the tractor was found to have been provided with end blocking to prevent fore-and-aft motion, and the other tractor loaded onto the same car "was properly secured and there was no evidence of shifting from its original position."

Selected Income and Balance-Sheet Items of Class I Steam Railways

Compiled from 130 reports (Form IBS) representing 134 steam railways

(Switching and Terminal Companies Not Included)

Income Items	All Class I Railways — For the month of February		All Class I Railways — For the two months of	
	1947	1946	1947	1946
1. Net railway operating income	$43,128,444	$50,508,900	$101,170,692	$116,421,397
2. Other income	14,690,270	13,016,488	29,678,999	27,236,357
3. Total income	57,818,714	63,525,388	130,849,691	143,657,754
4. Miscellaneous deductions from income	3,037,809	2,373,692	6,319,385	5,027,380
5. Income available for fixed charges	54,780,905	61,151,696	124,530,306	138,630,374
6. Fixed charges:				
6-01. Rent for leased roads and equipment	10,746,332	6,575,884	21,349,761	21,472,790
6-02. Interest deductions[1]	26,278,568	29,665,659	52,782,876	59,526,924
6-03. Other deductions	136,457	116,929	274,049	233,367
6-04. Total fixed charges	37,161,357	36,358,472	74,406,686	81,233,081
7. Income after fixed charges	17,619,548	24,793,224	50,123,620	57,397,293
8. Contingent charges	3,238,002	2,856,912	6,490,601	5,850,353
9. Net income[2]	14,381,546	21,936,312	43,633,019	51,546,940
10. Depreciation (Way and structures and Equipment)	28,818,102	28,212,756	57,701,098	56,497,936
11. Amortization of defense projects	1,353,210	485,020	2,718,045	967,894
12. Federal income taxes	21,182,868	21,500,283	45,522,583	47,404,635
13. Dividend appropriations:				
On common stock	19,401,271	17,522,679	22,303,898	20,425,306
On preferred stock	2,764,928	3,879,986	5,347,197	6,479,147
Ratio of income to fixed charges (Item 5÷6-04)	1.47	1.68	1.67	1.71

Selected Asset and Liability Items	All Class I Railways — Balance at end of February	
	1947	1946
17. Expenditures (gross) for additions and betterments—Road	$34,376,499	$33,088,356
18. Expenditures (gross) for additions and betterments—Equipment	66,311,682	36,071,116
19. Investments in stocks, bonds, etc., other than those of affiliated companies (Total, Account 707)	586,100,805	571,549,055
20. Other unadjusted debits	174,812,827	168,210,968
21. Cash	947,962,615	1,078,803,915
22. Temporary cash investments	1,034,289,251	1,576,622,032
23. Special deposits	145,417,640	156,018,214
24. Loans and bills receivable	220,691	450,889
25. Traffic and car-service balances—Dr.	50,056,028	45,400,623
26. Net balance receivable from agents and conductors	129,646,493	101,006,656
27. Miscellaneous accounts receivable	288,282,204	427,764,723
28. Materials and supplies	691,487,492	606,897,531
29. Interest and dividends receivable	17,249,302	29,028,234
30. Accrued accounts receivable	164,881,690	247,545,586
31. Other current assets	58,207,722	53,621,505
32. Total current assets (items 21 to 31)	3,527,701,128	4,323,159,908
40. Funded debt maturing within 6 months[3]	188,711,514	134,388,195
41. Loans and bills payable	9,392,488	10,354,058
42. Traffic and car-service balances—Cr.	108,589,828	150,020,696
43. Audited accounts and wages payable	512,179,517	484,060,293
44. Miscellaneous accounts payable	175,485,303	150,883,571
45. Interest matured unpaid	51,548,014	50,328,639
46. Dividends matured unpaid	4,471,534	4,255,663
47. Unmatured interest accrued	77,209,254	77,448,389
48. Unmatured dividends declared	39,898,252	39,134,710
49. Accrued accounts payable	155,543,294	206,751,402
50. Taxes accrued	419,056,882	786,095,094
51. Other current liabilities	100,826,846	106,805,567
52. Total current liabilities (items 41 to 51)	1,654,201,212	2,066,138,082
53. Analysis of taxes accrued:		
U. S. Government taxes	308,046,159	654,766,750
Other than U. S. Government taxes	111,010,723	131,328,344
54. Other unadjusted credits	361,244,027	411,672,463

[1] Represents accruals, including the amount in default.
[2] After a deduction of $195,847, taken out of operating revenues to create reserves for land grant deductions in dispute.
[3] Includes payments of principal of long-term debt (other than long-term debt in default) which will become due within six months after close of month of report.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

Evidence on Inspections—The report's review of evidence with respect to inspection of the load noted that an inspector employed by I.H.C. said that he had inspected the car after it had been loaded, and "he was certain that the required blocking was in place and properly secured, but he did not strike the blocking with a hammer to ascertain if it was secure." This I.H.C. employee "had never been instructed with regard to the loading rules of the A.A.R."

There was no record of any inspection by the I.N., but two Burlington inspectors said they had inspected the car when it was accepted at Western Avenue yard, and "at that time the required blocking was in place and properly secured." One of these inspectors said that he boarded the car and tested all blocking by striking each piece with a hammer, and "there was no indication that any blocking was not securely fastened." Other Burlington inspectors at Morton Park yard said that they had inspected the car at several points in that yard, and "they were positive in their statements that all required blocking was in place and properly secured."

"The flooring of the car was of sound wood and was covered with paint," the commission observed. "It was in such condition that if any nails had been driven into it to secure side blocking for the tractor in question, the nail holes would have been detected easily. From this it is apparent that any inspection made prior to the accident was not sufficiently thorough to ascertain the true condition of the blocking."

See Victory in Anti-Trust Suit Harming Georgia's Economy

With rebuttal by William McGovern, special counsel for the complainant, oral argument in Georgia's anti-trust suit against the Eastern and Southern railroads was concluded in Washington, D. C., on May 30 before Special Master Lloyd K. Garrison of the Supreme Court of the United States. Previous sessions of the argument were reported in the *Railway Age* of May 24, page 1094, and May 31, page 1141.

Concluding a prepared statement which took approximately three days to deliver, John Dickinson, vice-president and general counsel of the Pennsylvania, and counsel for the northern defendants, asserted that the economy of Georgia would be "adversely affected" by a decision in favor of the complainant which has alleged that the railroads, through rate-making conferences, have conspired to discriminate against that state and the South in general with respect to freight rates.

Accusing Georgia of "hypocrisy or ignorance,' Mr. Dickinson contended that the present conference method of rate making has brought about a "degree of permanence" to a nationwide rate structure, which, he emphasized, is required by the provisions of the Interstate Commerce Act.

"If Georgia wins on the issues she has presented to the court, she will really lose," Mr. Dickinson argued. "She will find that she has obtained an empty, formal and abstract victory and will effectively deprive herself of getting for her people what—through ignorance or hypocricy—she is now telling the people of the state she is trying to gain in this law suit."

The Chesapeake & Ohio and the New York, Chicago & St. Louis are willing to join the southern railroads in establishing interterritorial freight rates at the level which, they understand, the state of Georgia desires, according to their brief filed with the Supreme Court. The C. & O. and the Nickel Plate, the brief said, have stated their willingness to join in the establishment of through rates from southern origins to northern destinations on the Official-territory basis of rates, provided (1) the same rates apply southbound and (2) are divided between southern and northern railroads on equal mileage factors.

Eastern Roads Seek to Make L. C. L. Rates Compensatory

Railroads operating in Official Classification territory have filed with the Interstate Commerce Commission a petition for leave to publish short-form tariffs and for other relief necessary to pave the way for making effective not later than July 20 their plan for increasing rates on l.c.l and any-quantity traffic. The plan, which is an undertaking to put the l.c.l. and any-quantity rates on compensatory levels, was the subject of joint hearings held recently at Chicago by railroads' regional traffic associations.

The eastern roads' proposal contemplates that fourth class would be made the minimum rating on all l.c.l or any-quantity business, including exception ratings on such traffic. This would make the minimum rate 50 per cent of first class, whereas l.c.l. and any-quantity rates now range downward as low as 13 per cent of first class.

Along with this minimum would be increases generally ranging from 110 per cent in the first-class rate for distances of five miles or less to 10 per cent for distances of 600 miles or more. The proposed new basic scale of first class rates ranges from 86 cents per 100 lb. for five miles or less to $1.09 for 100 miles, $1.25 for 200 miles, $1.72 for 500 miles, $2.51 for 1,000 miles, and $3.41 for 1,600 miles. The proposed rate on fourth-class traffic (the minimum rating) for distances of five miles or less would be 43 cents per 100 lb.

In justification for the relief sought, the Official-territory lines stated in their petition to the I.C.C. that nine selected roads from among the petitioners handled their 1946 l.c.l. business at a loss of $89,860,885. Last year's l.c.l. operating ratio for those nine roads was 152 per cent. "Thus," as the petition put it, "these railroads incurred an operating expense of $1.52 to produce every dollar of their revenue from less-carload traffic."

The petition went on to argue that the general financial condition of the eastern roads 'is too precarious to warrant any attempt by them to make their other traffic bear the increased cost of the carriage of less-carload freight." In this connection rates of return earned in recent years are set out, the petition suggesting that from such figures "it must be apparent both that petitioners' revenue condition is exceedingly grave, and that they would not be warranted in seeking to avoid putting their less-carload traffic on a compensatory basis." Also, it is recalled that the commission, in past reports, has "admonished the railroads to increase non-compensatory rates on less-carload traffic."

Mediation Board Seeks to End Adjustment Board Impasse

Chief executives of the Southern Pacific's Pacific Lines, the Texas & New Orleans, the Northwestern Pacific, the San Diego & Arizona Eastern, and the four train service brotherhoods and the chairman and vice-chairman of the National Railroad Adjustment Board's First Division have been asked by the National Mediation Board to meet with it in Washington, D C., on June 9 for the purpose of finding "some means of restoring the First Division of the National Railroad Adjustment Board to a functioning basis" or "other appropriate methods of disposing of grievance cases." N. M. B. called the meeting after the Brotherhood of Locomotive Engineers had set June 6 as the date for a strike of its members on the S. P.'s Pacific Lines, the strike threat having resulted from a dispute with respect to matters which normal procedures would have brought before the Adjustment Board.

The effective date of that strike order (noted in the *Railway Age* of May 31, page 1140) was postponed indefinitely by the B. of L. E. after the Mediation Board acted. While the conferences will thus be an undertaking to settle that and like disputes on the other roads listed above, the N. M. B. announcement indicated the board's hopes for broader results in the way of establishing procedures for the handling of future cases.

"The First Division of the National Railroad Adjustment Board," the statement said in part, "has not functioned for all practical purposes since early in 1945 due to a decision rendered by the Supreme Court of the United States involving the Brotherhood of Railroad Trainmen and the Elgin, Joliet & Eastern. Since that time the train and engine service organizations have generally refused to submit grievance cases to the First Division of the Adjustment Board as contemplated by the Railway Labor Act and have resorted to the setting of strike dates to enforce the settlement of grievances.

"Since February, 1945, there have been eight separate emergency boards created under section 10 of the Railway Labor Act to consider emergency situations on various railroads arising from the setting of strike dates by one or more of the train and engine service organizations on dockets involving grievance cases. These emergency boards in their reports and recommendations have all stated the consideration of grievance cases is not a function of the emergency boards, but that such matters should be submitted to the National Railroad Adjustment Board for disposition.

"As a result of the above situation, a heavy burden has been placed on the staff of the National Mediation Board, which has attempted to mediate such matters during the war emergency to prevent interruptions to essential transportation."

Then came the statement of the June 9 meeting's purpose, as noted above, the announcement continuing to report comment from N. M. B. Chairman Frank P. Douglass as follows: "The Mediation Board expects to have top-flight officials of the carriers and the organizations sit down with it in Washington and discuss this whole situation. These men have the capacity and the power to meet the emergency and I am confident they will not fail."

House Committee Files Report on Debt-Adjustment Bill

The House committee on interstate and foreign commerce this week filed with the House its favorable report on H. R. 2298, the so-called Mahaffie bill which would establish procedures for adjustment of railroad financial structures without resort to bankruptcy. The bill, which was introduced by Chairman Wolverton of the committee, would apply only to railroads not yet in the hands of the courts, being thus like the former McLaughlin Act which expired November 1, 1945.

The most important change from the latter would make the Interstate Commerce Commission instead of the courts the principal arbiter in the framing of voluntary reorganization plans, although there are provisions for appeal from commission determinations. The proposed legislation represents views of the commission as presented by Commissioner Mahaffie.

"The purpose of the legislation," the House committee's report said, "is to aid in assuring the continuity of sound financial condition of railroads, by enabling them, so far as possible, to avoid prospective financial difficulties, inability to meet debts as they mature, and insolvency. It will aid in preventing the deterioration of service and the interruption of employment which the threat of financial difficulties inevitably brings. The legislation is in aid of carrying out the national transportation policy heretofore adopted by the Congress. . . .

"Frequently a carrier can see, considerably in advance, that it is going to have difficulty in meeting a maturity or that its interest charges are getting too heavy. Often most or a substantial majority of its creditors are perfectly aware of those facts and are quite ready to adjust the financial structure on a business basis. With the expiration of the McLaughlin Act in 1945, there is now no procedure under which this voluntarily may be done. The only existing alternative is receivership or section 77 bankruptcy with their attendant elaborate, expensive, and time-consuming proceedings, and the accompanying moratorium.

"The bill recognizes the rigidity of many of the old indentures covering outstanding obligations, and the desirability of modification or alteration of provisions currently interfering with, the efficient and orderly conduct of a railroad's business. The procedure afforded will permit, in appropriate cases, attainment of the greater flexibility of more modern indentures in such matters as operation of sinking funds, call and redemption before maturity, sale and substitution of property under the mortgage, and otherwise."

Meanwhile, on the Senate side, a subcommittee of that body's committee on interstate and foreign commerce was continuing its hearings on S. 249, which, as introduced by Chairman White of that committee, was also the "Mahaffie" bill. However, the subcommittee has before it proposed amendments which would extend the bill's coverage to certain roads involved in section 77 reorganization proceedings. Such amendments would make the bill like the House's Reed bill—H. R. 3237, introduced by Representative Reed, Republican of Illinois, and pending before the House committee on judiciary.

Among those appearing at this week's sessions of the hearings on S. 249 were J. Carter Fort, vice-president and general counsel of the Association of American Railroads, and C. McD. Davis, president of the Atlantic Coast Line. Mr. Fort urged enactment of the bill in its original form. The proposed amendments to extend the coverage to certain roads already in the hands of the courts were "controversial," he said. And while he expressed no view with respect to such amendments, he suggested that they should be proposed in a separate bill. If they were added to S. 249, Mr. Fort was apprehensive that their presence might imperil passage of the bill which, he said, was otherwise non-controversial.

President Davis of the A. C. L. appeared to express his opposition to the proposed amendments. He said that the A. C. L. was "especially interested" in the amendments because they would apply "apparently" to the Florida East Coast with respect to which the I. C. C. recently approved a modified plan of reorganization involving merger with A. C. L. Mr. Davis pointed out that the F. E. C. has only one stockholder—the Mary Lily Flagler Bingham estate, which "has never claimed any value for the stock but, realizing that claims of creditors are far in excess of the value of the property, has virtually abandoned interest in the future ownership, control and operation of the property."

Status of South Brooklyn

Division 3 of the Interstate Commerce Commission has found that the South Brooklyn does not fall within the terms of the exemption provisos of sections 1(a) of the Railroad Retirement, Railroad Unemployment Insurance, and Carriers taxing acts. The effect of the determination, which was sought by the Railroad Retirement Board and Commissioner of Internal Revenue, is to bring that road and its employees under the coverage of those acts.

Issues Proposed Changes in Motor Carrier Safety Rules

Director W. Y. Blanning, of the Bureau of Motor Carriers, Interstate Commerce Commission, has issued a draft of proposed changes in the commission's motor carrier safety regulations. The draft was prepared by the bureau's Section of Safety as the basis for comments or conferences as provided in the commission's December 9, 1946, order in Ex Parte No. MC-40.

Director Blanning stated that informal conferences on the proposals will be held "through spring and early summer with representatives of state motor vehicle regulatory bodies, trade associations, insurance companies, manufacturers of motor vehicles and safety equipment, engineering societies, national organizations of motor carriers, and the national labor unions of motor carrier employees." Thereafter a redraft of the proposed regulations will be submitted to the commission as a basis for public hearing.

New Rules for Common Carrier Truckers of Household Goods

Division 5 of the Interstate Commerce Commission has prescribed additional rules and regulations to govern practices of motor common carriers of household goods. They were embodied in a report on further hearing (dated April 25) in Ex Parte No. MC-19, Practices of Motor Common Carriers of Household Goods.

Representation of Employees

The Brotherhood of Locomotive Firemen & Enginemen has replaced the Brotherhood of Locomotive Engineers as the representative of locomotive firemen, hostlers and hostler helpers employed by the River Terminal, according to the results of a recent election which has been certified by the National Mediation Board.

As the result of other elections certified by the N.M.B., the Brotherhood of Railroad Trainmen has supplanted the Order of Railway Conductors of America as the representative of Clinchfield road conductors and also has retained its right to represent yardmasters employed by the Houston Belt & Terminal by defeating the Railroad Yardmasters of America. The votes were 36 to 24 and 9 to 8, respectively.

The Order of Railroad Telegraphers retained its right to represent Great Northern agents, telegraphers and towermen by defeating the United Railroad Workers of America, Congress of Industrial Organizations, 1,269 to 139, while Wheeling & Lake Erie train dispatchers and subordinate officials in the Boston & Maine's maintenance of way and structures department, all of whom formerly were without representation, are now represented by the American Train Dispatchers Association and the Association of Track, Bridge & Building and Signal Supervisors of the B. & M., respectively.

Results of other elections certified by the N. M. B. found the B. of L. F. & E. retaining its right to represent locomotive firemen employed by the Carolina & Northwestern and replacing the B. of L. E. as the representative of New Orleans Public Belt locomotive engineers. The Railroad Yardmasters of America supplanted the B. of R. T. as the representative of Denver & Rio Grande Western yardmasters, while Norfolk Southern train dispatchers, who formerly were without representation, are now represented by the A. T. D. A.

19 Proceedings Dropped from Ship-Competitive Rate Probe

Division 2 of the Interstate Commerce Commission has eliminated 19 proceedings from the group of more than 60 fourth-section cases which the commission's order

of July 19, 1946, reopened for the purpose of requiring the railroads to show cause why orders should not be entered vacating or modifying outstanding relief from the long-and-short-haul clause with respect to water-competitive rates. The 19 cases were eliminated by an order dated May 19 and made public June 3.

The order stated that the commission's action resulted from further consideration of the matters involved and of replies to the show-cause phase of the original order. Meanwhile the other reopened proceedings are assigned for hearing at such time and place as the commission may hereafter direct. The commission's consideration of these cases is part of its general Ex Parte No. 164 investigation of competitive rates maintained by rail and water carriers.

Sees Record Travel to Parks

Travel to all units of the national park system, during the first seven months of the "travel year"—from October 1, 1946, through April 30, 1947—was six per cent greater than during the same period a year ago, according to a June 1 statement issued by Newton B. Drury, director of the National Park Service. "There is every reason to suppose," Mr. Drury said, "that the record attendance of last year, nearly 21,700,000, will be considerably exceeded this year."

Visitors recorded through April, for the system as a whole, totaled 6,924,635; for the similar period of the preceding travel year the figure was 6,564,332. Most of the gain was accounted for by travel during April, when there were 1,792,532 visitors, as compared with 1,455,744 in April 1946. Summer bookings, Mr. Drury also reported, are already heavy in such major parks as Yellowstone, Glacier, Yosemite, Grand Canyon, Bryce and Zion.

Supreme Court Upholds I. C. C. in Spotting Service Case

The United States Supreme Court this week upheld the Interstate Commerce Commission decision which interpreted the Official-territory spotting-services tariff and went on to find that railroads serving the Argo, Ill., plant of the Corn Products Refining Company could not lawfully accord that plant switching services beyond designated interchange tracks without compensation in addition to the line-haul rates. The court's ruling was a so-called *per curiam* decision, there being no written opinion.

The commission's decision was noted in the *Railway Age* of August 10, 1946. As reported there, it interpreted the tariff, which had become effective January 1, 1946, as one which "in no way modifies or changes the carriers' obligations" as previously determined in the Terminal Services phase (PartII) of the Ex Parte 104 investigation of practices affecting operating revenues and expenses. It also affirmed prior commission findings with respect to the situation at the Argo plant, thus rejecting Corn Products' contention that publication of the new tariff had created an entirely changed situation. The case was before the Supreme Court on Corn Products' appeal from lower-court rulings which had also upheld the commission.

Equipment and Supplies

Boom in Foreign Diesel Orders Seen by Alco Head

The export of Diesel-electric locomotives on a large scale within the next two years was predicted recently by Robert B. McColl, president of the American Locomotive Company, as he announced receipt of an order for 12 1,500-hp. Diesel-electric freight units from the Central of Brazil. Mr. McColl said these locomotives, to have a 5-ft. 3-in. gage, will be delivered in May, 1948, and that shipments of other heavy road and freight locomotives to Europe and South America will start within the next 12 months. Inquiries for the purchase of several hundred Diesel-electric locomotives have been received from more than a dozen foreign countries in the past few months, he added.

Describing the potential foreign market for Diesel-electric engines as vast, Mr. McColl said the foreign railroads are today in the position American railroads were in 22 years ago. Diversion of next year's production to foreign outlets, he added, will provide the foundation of many years of desirable export sales in the next decade.

Domestic Equipment Orders Reported in May

Domestic orders for 96 Diesel-electric locomotives, 12 passenger cars and 2,398 freight-train cars, including 113 ordered by private car lines and industrial companies, were reported in *Railway Age* in May. The estimated cost of the locomotives is $14,625,000. The passenger cars will cost approximately $800,000 and the freight-train cars will cost an estimated $9,352,000. Of the 2,285 freight-train cars ordered by railroads, 1,310 will be built in railroad shops. The accompanying table lists the orders in detail.

During the first five months of 1947, *Railway Age* has reported domestic orders for 216 Diesel-electric, 1 gas turbine, 4 electric and 10 steam locomotives (at an estimated cost of $51,775,000), 39,226 freight-train cars (costing an estimated $152,974,000), and 150 passenger-train cars (the estimated cost of which is $14,825,000).

Pullman-Standard Backlog Record $270 Million

The backlog of the Pullman-Standard Car Manufacturing Company stood at a record high of $270,000,000 on April 1 and orders are coming in faster than deliveries can be made, according to a statement on operations during the first quarter of the year recently issued by Pullman, Inc., the parent firm. Kinks in the supply line are being gradually ironed out, the statement added, and Pullman-Standard expects to continue to accelerate the delivery of railway freight equipment from now on, aided by the additional steel supply for the building of domestic freight cars. Building materials are scheduled to be available in increasing quantities, permitting an industry-wide production at the rate of 10,000 freight cars a month beginning in July.

LOCOMOTIVES

The St. Louis-San Francisco has ordered 26 1,500-hp. Diesel-electric freight units and four 1,000-hp. Diesel-electric switching units from the Electro-Motive Division of General Motors Corporation, and six 1,000-hp. Diesel-electric switching units from Fairbanks, Morse & Co. The authorization for purchase of this equipment was reported in the *Railway Age* of May 10, page 957.

The Atchison, Topeka & Santa Fe has ordered 25 Diesel-electric locomotives, including eight 6,000-hp. passenger type, from the Electro-Motive Division of General Motors Corporation; four 4,000-hp. passenger and four 1,000-hp. switchers from

Date	Purchaser	Number	Type	Builder
			Locomotives	
May 3	New York Central	2	2,000-hp. D.-E. frt. units	Fairbanks, Morse
		12	2,000-hp. D.-E. pass. units	Electro-Motive
		18	1,500-hp. D.-E. frt. units	Electro-Motive
		6	1,500-hp. D.-E. frt. units	Baldwin
		2	1,500-hp. D.-E. rd.-sw. units	Baldwin
		17	1,500-hp. D.-E. frt. units	American
		9	1,000-hp. D.-E. rd.-sw.	American
		2	1,500-hp. D.-E. rd.-sw.	American
		2	2,000-hp. D.-E. pass. units	American
May 10	C. R. I. & P.	2	1,500-hp. D.-7. pass.	Fairbanks, Morse
May 31	C. of N. J.	3	2,000-hp. D.-E. pass.	Baldwin
May 31	C. & N. W.	5	1,000-hp. D.-E. sw.	Fairbanks, Morse
		1	1,000-hp. D.-E. sw.	American
		6	660-hp. D.-E. sw.	American
		3	1,500-hp. D.-E. rd.-sw.	Baldwin
	For the C. St. P. M. & O.	5	1,000-hp. D.-E. sw.	Fairbanks, Morse
		1	660-hp. D.-E. sw.	American
			Freight Cars	
May 3	Pittsburgh & Shawmut	250	50-ton Hopper	Pressed Steel
May 10	A. T. & S. F.	225	70-ton Hopper	Pullman-Standard
May 10	Consol. Chem. Industries	25	100-ton Tank	General American
May 10	D. & R. G. W.	10	Caboose	R. R. Shops
May 10	Detroit Chem. Works	2	50-ton Tank	General American
May 10	G. A. T. C.	10	40-ton Tank	Co. Shops
		62	Tank	Co. Shops
May 10	Monsanto Chem. Co.	9	50-ton Tank	General American
May 10	Stauffer Chem. Co.	3	50-ton Tank	General American
		2	70-ton Tank	General American
May 10	Virginian	1,000	55-ton Hopper	R. R. Shops
May 17	Wabash	300	50-ton Box	R. R. Shops
May 24	M-K-T	300	50-ton Box	American Car & Fdy
		200	70-ton Hopper	American Car & Fdy.
			Passenger Cars	
May 10	C. R. I. & P.	12	Coach	Pullman-Standard

American Locomotive Company; six 1,000-hp. switchers and one 2,000-hp. transfer locomotive from Baldwin Locomotive Works; and two 1,000-hp. switchers from Fairbanks, Morse & Co.

The CHICAGO GREAT WESTERN has ordered nine 1,000-hp. Diesel-electric switchers from the Electro-Motive Division of General Motors Corporation and five 660-hp. Diesel switchers from the American Locomotive Company. This equipment, to cost an estimated $1,160,000, is scheduled for delivery early next year.

PASSENGER CARS

The CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC has ordered 125 passenger-train cars from its Milwaukee, Wis., shops at a total cost of approximately $7,912,000. Included in the order are 56 coaches, 6 dining cars, 2 dining-lounge cars, 2 tap-room-dining-lounge cars, 12 parlor cars, 6 cafe-parlor cars, 2 baggage-dormitory cars, 17 mail-express cars, 20 baggage cars and 2 post office cars. Delivery of the entire lot is expected by the end of the year.

SIGNALING

The SEABOARD AIR LINE has placed orders with the Union Switch & Signal Co. covering the necessary materials for new centralized traffic control signaling on approximately 485 mi. of line. Two new control machines of the Style C type and additions to two existing Style C machines are involved. One 25-ft. machine will be installed at Savannah, Ga., for the control of the territory between Savannah and Hamlet, N. C., via Charleston, S. C., 262 mi. (This is in addition to a previously-announced Savannah-Hamlet installation via Columbia, S. C.) One 10-ft. machine will be located at Atlanta, Ga., for the control of the territory between Atlanta (Howells), Ga., and Birmingham, Ala., 162 mi. Additions will be made to a Style C machine at Jacksonville, Fla., for the control of switches in the double-track territory between Baldwin, Fla., and Starke. Additions will also be made to an existing machine in Savannah for the control of the territory between Gross, Fla., and Baldwin, 34 mi. A total of 6 coded carrier and 3 d.c. channels will be provided, with the majority of the track circuit materials furnished for normally-deenergized coded track circuit operation. Major items include color-light Style R-2 high signals and Style N-2 dwarf signals, M-22A electric switch layouts, SL-21A electric switch locks, switch circuit controllers, field code and carrier equipments, relays of the conventional and plug-in types, housings, rectifiers and transformers. The field installation work will be made by contract and railroad construction forces.

The LOUISVILLE & NASHVILLE has placed orders with the Union Switch & Signal Co. for a relay-type electric interlocking to be installed at Carmi, Ill. A style B-30 table-lever machine having four signal levers and three switch levers will handle the various controls and receive indications via direct wire. In addition to this control machine, the order includes H-2 searchlight signals, Style M-2 electric switch movements, relays, rectifiers and transformers. The construction will be handled by railroad forces.

The Union Switch & Signal Co. is furnishing ten sets of intermittent inductive automatic train stop equipment for installation on steam locomotives which are now building for the CHESAPEAKE & OHIO, to be operated in the automatic train-stop territory between Orange, Va., and Clifton Forge.

Car Service

The I. C. C. has issued Amendment 12 to Fourth Revised Service Order No. 180, which provides for "super-demurrage" charges on refrigerator cars. The amendment, effective from June 1 to July 1, when the order is scheduled to expire, provides that demurrage charges on refrigerator cars after expiration of free time shall be $2.20 for each of the first two days, $5.50 for the third and fourth days and $11 per day thereafter.

The O. D. T. has issued General Permit No. 12 to General Order O. D. T.-1-Revised. The permit, effective May 24, authorizes any rail carrier to accept from a shipper or load and forward from or within any city or town, any shipment of merchandise loaded in a railway car equipped with an automobile loading device when such shipment weighs 5,000 lb. or more. The permit applies to those shipments consigned to a destination in the states of Illinois, Indiana, Ohio or Michigan or to St. Louis, Mo., and is for movement from point of origin direct to point of destination, by-passing all transfer stations en route.

General Permit No. 24A to General Order O. D. T.-18A-Revised, also effective May 24, authorizes the following loading requirements for cars containing carload freight consisting of apples: (a) When originating at any point in Kansas or in the states located east of the Mississippi river and such freight is packed in boxes and the quantity loaded in each car is not less than 30,000 lb.; (b) when originating at any point in those same states and such freight is packed in baskets and each car is loaded to a height of not less than four complete tiers; (c) when originating at any point in California, Oregon or Washington, irrespective of the type of container, and the quantity loaded in each car is not less than 35,000 lb., provided if any such freight consists of Gravenstein apples the quantity loaded in each car is not less than 30,000 lb.

General Permit No. 21A to General Order O. D. T.-18A-Revised, also effective May 24, authorizes the following loading requirements for cars containing carload freight consisting of grapes: (a) When such freight consists of Thompson Seedless or Malaga grapes and the origin point of such freight is in Arizona or California and the quantity loaded in each car is not less than 27,500 lb.; or (b) when such freight consists of any variety of table grapes other than Thompson Seedless or Malaga grapes and the origin point of such freight is in Arizona or California and the quantity loaded in each car is not less than 32,000 lb.

Supply Trade

Paul T. Payne, district manager of the Dearborn Chemical Company, at Indianapolis, Ind., whose death was reported in the *Railway Age* of May 24, entered the company's service 49 years ago as a laboratory technician. Later he entered the sales

Paul T. Payne

department at Chicago, and served in various capacities until he was appointed manager of the Philadelphia (Pa.) office. For the past 36 years he served as district manager at Indianapolis, covering the southern and eastern parts of the United States. He was a member of the American Gas Association and the Power and Plant Engineers Association.

Harry H. Melville, formerly assistant to the vice-president, **Simmons-Boardman Publishing Corporation,** has been appointed district sales manager for the central district in charge of advertising sales for the firm's transportation publications. Mr. Melville, whose headquarters will be at Cleveland, Ohio, succeeds **F. H. Thompson,** who, as vice-president, will serve in an advisory capacity.

Walter J. Plogsted, whose appointment as vice-president in charge of export of the **General Railway Signal Company** was reported in the *Railway Age* of May 24, was born at Buffalo, N. Y., on September 21, 1880, and in 1903 he was graduated by Rensselaer Polytechnic Institute with a bachelor's degree in civil enginering. In the summer of 1901 he took a job as instrument man for New York State on highway construction. In 1903, he worked for the signal department of the Atchison, Topeka & Santa Fe, as a laborer, and later as helper, electrician on construction, maintainer, and construction foreman. In July, 1904, he joined the signal department of the Southern Pacific as foreman. In September of the same year he took a job as assistant engineer with Sanderson & Porter, contractors, New York, and engineered

the installation of power conduit for the New Orleans Railways. In 1905 he became assistant to the consulting engineer of the Chicago, Indiana & Southern and was engaged in the design and installation of interlockings and water stations. In May, 1906, he joined General Railway Signal in Rochester, N. Y., as assistant to the commercial engineer on the design of signal and interlocking installations. In 1908, he became resident engineer and superintendent of construction in New York, handling estimates, design and construction of automatic signaling and interlocking for the railways in the Eastern territory, and was resident engineer on signaling for the New York Central Elec-

Walter J. Plogsted

tric Zone and terminal. In 1913 he was placed in charge of sales, design and construction of signaling in Australia and New Zealand. He returned to the U. S. in 1921 as export manager in Rochester. In 1926 he left for England to become managing director to the General Railway Signal Company, Ltd., and foreign representative of the American company in London. In 1930 he formed Railbrakes, Ltd., of London and became its managing director, in addition to his other duties. In 1939 he returned to General Railway Signal in Rochester, and in 1940 he was appointed assistant to the president. He remained in this position until his recent promotion to vice-president in charge of export.

The **D. J. Murray Manufacturing Company,** Wausau, Wisc., has announced the removal of its Chicago office from 43 East Ohio street to 38 South Dearborn street. **O. J. Molina,** sales manager of the heating and ventilating division, is in charge of the office.

Robert F. Davis has been appointed a communications field engineer, covering Colorado and Kansas, for **Motorola Inc.,** with headquarters in Denver, Colo.

The **Minneapolis-Honeywell Regulator Company** has announced the election of **James H. Binger,** formerly assistant secretary, as assistant vice-president to assist Thomas McDonald, vice-president in charge of sales. The company also has announced that its Chicago office, which also serves for its industrial division, the Brown Instrument Company, has been moved to 351 East Ohio street.

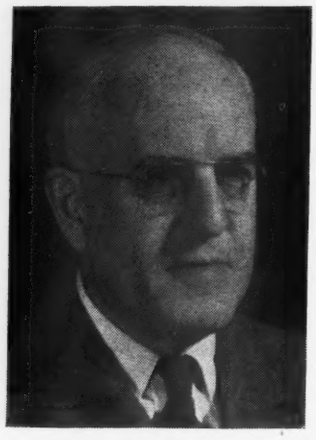
The **Commercial Metals Company** has announced the removal of its offices from 1626 Kirby building to Latimer and Corinth streets, Dallas, Tex.

Stephen J. Zand has been appointed vice-president in charge of engineering of the **Lord Manufacturing Company.** Mr. Zand, who has been working with Lord Manufacturing as consulting vibration engineer since 1933, will henceforth devote his full time to the company and will be responsible for all engineering, research and development activities for the product engineering and research divisions.

Clifford F. Rickel has been appointed district traffic manager of the **Sheffield Steel Corporation,** Houston, Tex. Mr. Rickel has been associated with Sheffield Steel for 20 years and, since April, 1946, has served as assistant to the general traffic manager.

Edward J. Helline has been appointed general sales manager of the Reliance division of the **Eaton Manufacturing Company,** Massillon, Ohio. For the past three years he has been in charge of snap ring sales engineering and production.

Robert M. Phinney, whose appointment as engineer of train operation of the **General Railway Signal Company,** at Rochester, N. Y., was reported in the *Railway Age* of May 24, was born at Barnstable,



Robert M. Phinney

Mass., on December 7, 1882, and was graduated by Massachusetts Institute of Technology in 1904 with the degree B.S. in electrical engineering. In October, 1904, Mr. Phinney took a job as electrician with the Swan Electric Company of Boston. His first contact with railroads was made in October, 1906, as a draftsman on the electrification of the Fort Dodge, Des Moines & Southern. In 1907 he joined the signal department of the Illinois Central as a draftsman, transferring in 1908 to the Chicago & North Western in the same capacity. He advanced successively to chief draftsman, assistant engineer, and assistant signal engineer during this period until 1927, broken by an intermission of a year and a half spent during World War I as first lieutenant in the 415th Railway Telegraph Battalion, A.E.F. In 1928 Mr. Phinney left the North Western to join the commercial engineering department of General Railway Signal, where he became associated with the early development and application of centralized traffic control. He specialized in studies and estimates on railway signaling installations, particularly those involving C.T.C. In his new position Mr. Phinney will continue the work of preparing traffic studies for railroad use.

Robert Y. Barham, assistant district manager of the **American Rolling Mill Company,** Chicago, has been promoted to district manager of the recently combined Boston and New York districts, with headquarters at New York, succeeding **Wallace B. Quail,** district manager at New York and **Donald Hogan,** district

Robert Y. Barham

manager at Boston. Mr. Quail has been appointed manager of the central sales area, with headquarters at Middletown, Ohio, and Mr. Hogan becomes district manager with headquarters at Cleveland, Ohio, effective June 1.

Mr. Barham attended the University of California, and was an assistant division engineer of the Southern Pacific before starting his career with subsidiary companies of the American Rolling Mill Company. He was sales manager and district manager of various Armco subsidiaries at San Francisco, Cal., Houston, Tex., and Chicago, beginning in April, 1926. He came to Chicago in 1939 as district manager of Armco Railroad Sales, and served in that capacity until August 1, 1945, when that subsidiary was combined with the parent company. It was at that time that he became assistant district manager of the parent company in Chicago, which position he held until the time of his present promotion.

The **International Harvester Company** has announced the following changes in executive personnel: **Giles C. Hoyt** and **Gen. Levin H. Campbell, Jr.,** have been elected executive vice-presidents; **Robert P. Messenger,** vice-president in charge of the farm implement division, becomes vice-president in charge of foreign operations, succeeding Mr. Hoyt; **Ralph C. Archer,** vice-president in charge of the farm tractor division, becomes vice-president in charge of the farm implement division; **Michael J. Graham,** assistant to the vice-president in charge of manufacturing, becomes general manager of the farm tractor division, succeeding Mr.

Archer; **William E. Worth,** executive vice-president has retired after 27 years service with the company.

R. Bruce Hunter, plant manager of the **American Bridge Company** (a subsidiary of the United States Steel Corporation) at Trenton, N. J., has been appointed manager of the company's plant at Gary, Ind., succeeding **W. A. Thiel,** who has been placed in charge of construction and maintenance of the company's western division plants at Gary and Minneapolis, Minn.

Harold V. Engh, executive vice-president of the Anaconda Wire & Cable Co., at New York, has been elected president of the **Pyle-National Company,** with headquarters at Chicago, effective June 16, succeeding **J. A. Amos,** who has resigned. **Alva N. Martin** has been re-elected vice-president of the company, and **John L. Vogel,** formerly vice-president of the Signode Steel Strapping Company, has been elected secretary-treasurer, succeeding **N. R. Emery,** who has resigned. **Mrs. Ella M. Franklin** has been appointed assistant secretary-treasurer. Directors of the company are Mr. Engh, **Donald S. Boynton, John W. Leslie, Logan A. Vilas,** and **Ernest P. Waud.**

OBITUARY

John F. Byrne, a vice-president of the Koppers Company, Pittsburgh, **Pa.,** was killed in an airplane accident at **Bainbridge,** Md., on May 30.

Construction

ST. LOUIS-SAN FRANCISCO.—This road has announced a $81,420 construction program at its West Tulsa (Okla.) yards, to include a tele-talk loud-speaker system and floodlighting. Details of the program, with estimated costs in parentheses, are as follows: 55 two-way speakers and 11 paging horns located at strategic points in the yards, yard office, roundhouse and office ($33,587); pneumatic tube system between the yard office and control tower to expedite the movement of train orders and messages ($7,228); control tower, with equipment and facilities ($17,490); and a floodlighting system, consisting of five 100-ft. steel towers and three 60-ft. wooden poles, with incidental electrical wiring and transformers ($23,115).

BALTIMORE & OHIO.—This road has awarded the following contracts, the estimated costs of which are shown in parentheses: To the Ellington Miller Company, Chicago, for the construction of an engine house, Diesel fuel facilities and a rest house at Chicago ($318,600); to the W. M. Brode Company, Newcomerstown, Ohio, for the reconstruction of a bridge at Brooklyn, Ohio ($88,300); to George Vang, Inc., Pittsburgh, Pa., for the excavation, drainage and miscellaneous work in connection with the installation of car retarders at Cumberland Md. (more than $50,800), and for the installation of car retarders at Willard, Ohio ($30,000); to the George F. Hazelwood Company, Cumberland, for the construction of a car retarder plant and tower at Cumberland ($23,600); to Vogt & Conant, Cleveland, Ohio, for the reconstruction of four bridges on the Newark division ($29,900); and to the Minton Construction Company, Cleveland, for alterations to a building at Akron, Ohio ($23,000). The road's own forces will undertake the reconstruction of a bridge at Silver Spring, Md., at an estimated cost of $93,000.

BALTIMORE & OHIO.—This road has announced it is more than doubling the capacity of its coal yard at the Curtis Bay coal pier in Baltimore, Md., in order to expedite the present heavy movement of coal. During the war years, the announcement said, the yard had a capacity of about 400 cars. Sufficient tracks are now being laid down to give it a capacity of 605 additional cars. Of the coal allocated for export to Europe, about 1,000,000 tons a month are scheduled to be sent out through the port of Baltimore and somewhat more than half of this moves over the B. & O.'s Curtis Bay pier, the road said.

MISSOURI PACIFIC. — This road has awarded a contract to the Clarkson Construction Company of Kansas City, Mo., for a grade revision and curve reduction project on 4.18 mi. of line in the vicinity of Tip Top, Mo., 93 mi. south of St. Louis. The project will cost approximately $1,000,000, and is scheduled to be completed within one year. The grade revision, which will include a cut 135 ft. deep through the Ozark foothills, is part of the Bismarck-Piedmont reconstruction project being completed at an estimated cost of $2,000,000. The new line will make possible a 79 per cent increase in freight train tonnage and an increase of passenger train speeds to 80 m.p.h. at the summit and 95 m.p.h. on the approaches. It is the route of the road's "Sunshine Special" and will be the route of the "Texas Eagles" soon to be placed into service.

NEW YORK CENTRAL.—This road's own forces are engaged in the enlargement of the track layout at Crestwood, N. Y., to permit the start and end of runs of commutation trains at that station. The project will cost an estimated $450,000 and is expected to be completed this year. More than 4,000 feet of new track will be laid, a new interlocking signal plant will be installed and a new 240-ft. passenger platform, to be provided with a canopy, will be constructed south of the present station. Other work entailed in the project is the respacing of signal blocks between Crestwood and Mount Vernon, N. Y., the relocation of six transmission poles carrying railroad power lines and the construction of a brick building to house batteries and relays for the interlocking. Trains ending their runs at Crestwood will be switched to the middle track, which will be extended 2,000 feet. They will then be taken south to a new 1,200-ft. storage track to be installed adjacent to the present team tracks serving the Tuckahoe, N. Y., freight station. Trains originating at Crestwood will leave from a new 1,000-ft. siding south of the station.

Financial

BALTIMORE & OHIO.—*Equipment Trust Certificates.*—This road has sold $6,110,000 of series U equipment trust certificates to Halsey, Stuart & Co. and associates on a bid of 99.309 for a 2 per cent annual interest rate. The certificates, to mature in 10 equal annual installments, were reoffered to the public, subject to Interstate Commerce Commission approval, at prices yielding from 1.20 per cent to 2.25 per cent, according to maturity. (See *Railway Age* of May 24, page 1098).

CANADIAN NATIONAL.—*Higher Operating Deficit Predicted.*—An operating deficit of $31,000,000 for this road in 1947 is estimated in the budget which recently was presented to the Canadian Parliament by Transport Minister Lionel Chevrier. This would compare with a 1946 operating deficit of $7,500,000. An extensive equipment and betterment program, however, will involve an outlay of $41,500,000 during the present year, including the $750,000 to be spent on a new office building. Operating revenues for 1947, it is estimated, will be $397,467,000, compared with $381,251,000 in 1946; operating expenses will be $380,500,000, compared with $325,500,000; and net operating revenue will be $21,660,000, compared with $59,500,000. Finance Minister Douglas Abbott has introduced a resolution in the Parliament to authorize the road to refinance up to $200,000,000 of maturing obligations. Another measure would provide the C.N.R. with $46,723,000 to meet capital expenditures this year.

CENTRAL OF NEW JERSEY-CENTRAL OF PENNSYLVANIA.—*Equipment Trust Certificates.*—These roads have jointly applied to the Interstate Commerce Commission for authority to assume liability for $1,605,000 of Series A equipment trust certificates, the proceeds of which would be applied toward the purchase of 5 4,500-hp. Diesel-electric freight locomotives, at an estimated cost of $438,000 each, from the Electro-Motive Division of the General Motors Corporation. The certificates would be dated June 15 and sold on the basis of competitive bidding.

CHICAGO GREAT WESTERN. — *Trackage Rights.*—Division 4 of the Interstate Commerce Commission has authorized this road to acquire trackage rights over that portion of the Chicago & North Western between Sycamore, Ill., and DeKalb, approximately 3.8 miles. The trackage rights are in accordance with an agreement of September 9, 1946, between the two roads. The commission approved the transaction subject to the usual employee-protection conditions.

GREAT NORTHERN.—*Annual Report.*—Operating revenues of this road last year amounted to $167,368,485, compared with $200,124,504 in 1945. Operating expenses amounted to $129,757,846, compared with $159,514,432. Fixed charges were $8,669,288, compared with $9,936,272. Net income was $23,457,001, compared with $24,157,590. Current assets at the end of the year were

$81,666,098, compared with $93,579,636. Current liabilities were $40,369,073, compared with $42,792,107. Long term debt was $237,342,284, compared $247,985,588.

INTERNATIONAL-GREAT NORTHERN. — *Annual Report.*—Operating revenues of this road in 1946 amounted to $26,869,272, compared with $29,634,532 in the preceding year. Operating expenses totaled $23,318,453, compared with $21,922,148. Fixed charges were $2,770,854, compared with $2,772,432. The net deficit was $2,200,672, compared with net income of $545,326. Current assets at the end of the year were $15,891,334, compared with $19,911,578. Current liabilities were $6,978,676, compared with $8,491,985. Long term debt was $50,424,884, compared with $50,681,185.

LEHIGH & NEW ENGLAND.—*Annual Report.*—Operating revenues of this road last year totaled $6,823,124, compared with $5,735,351 in 1945. Operating expenses were $4,690,729, compared with $5,427,504. Fixed charges were $154,456, compared with $244,570. Net income was $1,118,538, compared with $209,404. Current assets at the end of the year were $2,514,205, compared with $2,123,293. Current liabilities were $2,081,039, compared with $711,475. Long term debt was $5,569,000, compared with $7,146,000.

MINNEAPOLIS, ST. PAUL, & SAULT STE. MARIE.—*Annual Report.*—Operating revenues of this road last year totaled $28,266,905, compared with $28,469,789 in 1945. Operating expenses amounted to $24,886,012, compared with $22,137,767. Fixed charges were $4,747, compared with $6,502. Net income was $154,188, compared with $1,754,433. Current assets at the end of the year were $19,518,795, compared with $22,512,900. Current liabilities were $7,240,206, compared with $8,647,633. Long term debt was $23,989,530, compared with $25,729,330.

MISSOURI PACIFIC. — *Annual Report.* — Operating revenues of this road last year amounted to $174,495,870, compared with $218,038,535 in 1945. Operating expenses totaled $137,743,370, compared with $150,384,152. Fixed charges were $17,552,590, compared with $19,542,655. Net income was $6,309,123, compared with $7,327,909. Current assets at the end of the year were $72,227,805, compared with $124,665,207. Current liabilities were $27,732,282, compared with $53,902,959. Long term debt was $343,764,000, compared with $376,740,936.

MISSOURI PACIFIC.—*Equipment Trust Certificates.*—This road has sold, subject to approval of the Interstate Commerce Commission, $8,700,000 of Series HH equipment trust certificates to Harris, Hall & Co. on a bid of 99.161 with an interest rate of 1⅞ per cent. The certificates are dated May 15 (See *Railway Age* of May 24, 1099.)

MISSOURI PACIFIC.—*New Directors.*—Three new members have been elected to the board of directors of this company. They are: John V. Farwell, III, president and director of the Sanitary Scale Company, Chicago; J. Patrick Lannan, partner in the investment firm of Kneeland & Co., Chicago; and William C. MacMillen, Jr., president of the Federation for Railway Progress, Cleveland, Ohio.

MISSOURI-KANSAS-TEXAS. — *Promissory Note.*—Division 4 of the Interstate Commerce Commission has further modified its order of February 3 to authorize this road to repay to the Republic National Bank of Dallas, Tex., the unpaid balance of $1,374,485 of a $5,000,000 2¾ per cent promissory note in 22 consecutive quarterly installments of $60,000 each, beginning December 31, with the balance to be payable 3 months after the due date of the final quarterly payment. (See *Railway Age* of February 15, page 384.)

NEW ORLEANS, TEXAS & MEXICO.—*Annual Report.*—Operating revenues of this road last year totaled $36,908,802, compared with $41,299,895 in 1945. Operating expenses amounted to $25,417,887, compared with $26,442,896. Fixed charges were $2,809,446, compared with $2,867,850. Net income was $3,399,794, compared with $1,226,573. Current assets at the end of the year were $20,353,004, compared with $26,451,796. Current liabilities were $6,880,294, compared with $12,626,231. Long term debt was $60,692,343, compared with $60,365,755.

NEW YORK, CHICAGO & ST. LOUIS.—*Dividend.*—This road has declared a dividend of $1.50 a share on the 6 per cent preferred stock, payable on account of accumulations on July 1 to stockholders of record on June 6. After the payment, arrears on the issue will total $84 a share. Previous payments on the stock were $5 on January 10, 1947, $1 on April 15, 1946, and $3 on January 2, 1946.

NEW YORK, NEW HAVEN & HARTFORD.—*Equipment Trust Certificates.*—This road has applied to the Interstate Commerce Commission for authority to assume liability for $5,955,000 of equipment trust certificates, the proceeds of which would be applied toward the purchase of the following streamlined passenger equipment from the Pullman-Standard Car Manufacturing Company; 73 coaches, at an estimated unit cost of $64,250; 10 dining cars, at $112,550; 5 grill cars, $105,100; and two tavern-observation-lounge cars at $97,600. The certificates would be dated June 1 and sold on the basis of competitive bidding.

NEW YORK CENTRAL.—*New Directors.*—Joseph M. O'Mahoney, secretary of this road, and William H. Vanderbilt, former governor of Rhode Island, were elected directors at the annual stockholders' meeting to succeed Bertram Cutler and Myron C. Taylor, resigned.

Gustav Metzman, president, who presided at the meeting, said it was estimated, on the basis of present passenger traffic volume, that the increase in basic passenger fares recently authorized by the Interstate Commerce Commission would add approximately $9,200,000 yearly to New York Central revenues. If approved, the pending applications to increase commutation fares and the compensation for handling United States mail would add about $1,400,000 and $6,500,000, respectively, to the road's income, he added. Also, should the request by the Railway Express Agency for higher express rates be granted, New York Central's revenue from express service would be increased by around $6,500,000 yearly.

"While the results for the first four months of 1947 show a net deficit of $2,309,478, nevertheless it represents a substantial improvement as compared with the corresponding period in 1946, when the deficit was $17,896,198 before carry-back tax credits amounting to $10,131,600," Mr. Metzman continued. "Total revenues for this period amounted to $221,906,958, an increase of $26,646,148, or 13.6 per cent, as a result of continuing high level of freight volume, as well as increased rates. Passenger revenue declined by $11,853,731. The current month's business is good and I am hopeful that when the accounts are closed at the end of the month some income will be shown."

Despite the relatively high level of traffic together with increased freight and passenger rates, he said, the prospect for reasonably satisfactory earnings for the remainder of 1947 is clouded. The 17 non-operating brotherhoods have served demands for an increase of 20 cents an hour in basic wage rates. To meet these demands would mean an annual increase of $48,641,000 in the road's payroll, on the basis of 1946 employment. It also is anticipated that the operating brotherhoods will shortly demand higher wages and costly changes in working rules. If their demands for higher wages follow the pattern established by the non-operating employees, an additional yearly payroll increase of $16,859,000 would be required to meet them, without any consideration of the cost of changes in working rules. To meet the demands for wage increases would raise payroll taxes by $5,380,000.

"The inadequacy of current railroad revenues is quite apparent," Mr. Metzman concluded. "The essential need of the country, however, for a strong rail transportation system supported by adequate revenues must, in our opinion, soon be so well established in the public mind that the railroads will be allowed to earn compensatory returns. Accordingly, the New York Central is proceeding with its plans for improving its properties and services.

NORFOLK & WESTERN.—*Stock.*—Division 4 of the Interstate Commerce Commission has authorized this road to issue 920,000 shares of adjustment preferred stock and 5,625,932 shares of common stock, par value $25 per share, to be exchanged for 230,000 shares of adjustment preferred stock and 1,406,483 shares of common stock, par value $100 per share. As noted in *Railway Age* of May 31, page 1152, the four-for-one stock split was authorized by the applicant's stockholders on May 8 and also has been approved by its board of directors.

PITTSBURGH & LAKE ERIE.—*Dividend.*—This road has declared a dividend of $2 a share on the common stock, payable on June 16 to stockholders of record on May 26. The previous payments on the common stock were $1.50 on December 16, 1946, and $2 on June 15, 1946. A total of $4 was paid in 1945.

PITTSBURGH & LAKE ERIE.—*Annual Report.*—Operating revenues of this road

last year were $27,903,378, compared with $30,661,137 in 1945. Operating expenses totaled $28,999,873, compared with $31,944,543. Fixed charges amounted to $41,741, compared with $49,605. Net income was $3,661,346, compared with $3,572,241. Current assets at the end of the year were $13,946,747, compared with $17,602,133. Current liabilities were $7,336,640, compared with $7,145,244. Long term debt was $59,769, compared with $61,544.

SMOKY MOUNTAIN.—*Promissory Notes.*—This road has applied to the Interstate Commerce Commission for authority to issue $10,000 in 4 per cent promissory notes, the proceeds of which would be applied toward operating expenses and maintenance of properties. The notes would be due one year from date of issue. The applicant's petition for reorganization under section 77 of the Bankruptcy Act is now pending before the United States district court, as noted in *Railway Age of* March 29, page 676.

SOUTHERN PACIFIC.—*Plan of Reincorporation.*—Hearing in the proceeding wherein this recently-organized Delaware corporation seeks authority from the Interstate Commerce Commission to acquire the properties of the Kentucky corporation, has been set for June 30 at the commission's Washington, D. C., offices before Examiners Molster and Starr. As noted in *Railway Age*, May 24, page 1100, the applicant also seeks commission authority to acquire control, through stock ownership or otherwise, of carriers controlled by the Kentucky corporation; to issue 3,772,763 shares of common stock; to assume all liabilities of the Kentucky corporation; and to assume all obligations of the latter with respect to its securities.

ST. LOUIS SOUTHWESTERN.—*Termination of Reorganization.*—Plans of this road and its trustee, Berryman Henwood, to carry out their program for termination of the road's reorganization proceeding under section 77 of the Bankruptcy Act have come before the Interstate Commerce Commission in the form of an application for approval of that phase of the program which contemplates renewal of notes in the amount of $21,482,250 and issuance of non-interest-bearing notes in the amount of $1,000,000. As noted in the *Railway Age* of May 31, page 1152, the plan to end the trusteeship has been approved by Judge George H. Moore of the Federal District Court at St. Louis, Mo. (see also *Railway Age* of May 10, page 961). In thus undertaking to return the property to its stockholders, among whom the Southern Pacific is the controlling one, Trustee Henwood proposes to do voluntarily what the pending Reed bill would require with respect to certain other roads undergoing reorganization.

The application before the commission seeks approval of arrangements to refinance defaulted 5 per cent notes held as follows: Chase National Bank of New York, principal, $3,500,000, unpaid interest, $259,758; Mississippi Valley Trust Company, principal, $1,000,000, unpaid interest, $74,442; Southern Pacific, principal, $17,882,250, unpaid interest, $2,017,390. The refinancing arrangements contemplate that the accrued interest and 20 per cent of the principal on the Chase and Mississippi Valley notes will be paid in cash. The remainder of the principal in both cases (totaling $3,600,000) would be renewed by a series of 2½ per cent notes payable semi-annually from January 1, 1948, to July 1, 1952. The principal amount ($17,882,250) of the notes held by the S.P. would be renewed by a series of 3 per cent notes payable in installments running until January 1, 1970. All but $1,000,000 of the $2,017,390 in accrued interest due the S.P. would be paid in cash, the $1,000,000 balance becoming the basis of the non-interest-bearing note issue. The latter would be a series of eight notes, one to be payable on each January 1 and July 1 from 1948 to 1951.

WHEELING & LAKE ERIE.—*New Chairman.*—John W. Davin, president of the New York, Chicago & St. Louis, has been elected chairman of the board of this road. James N. Nicely, Rupert T. Zickl and William H. Wenneman, Nickel Plate directors, were elected directors of the W. & L. E. The directors appointed a committee to study th possibility of developing a plan for the eventual merger or consolidation of the Nickel Plate and the W. & L. E. Committee members include George Durham, president of the W. & L. E., George M. Jones, Maynard H. Murch and Messrs. Nicely and Zickl.

WHEELING & LAKE ERIE.—*Equipment Trust Certificates.*—This road has applied to the Interstate Commerce Commission for authority to assume liability for $2,940,000 of 10-year equipment trust certificates to be issued in connection with the acquisition of 1,000 all-steel, self-clearing, triple hopper cars from the Greenville Steel Car Company at a total cost of $3,681,140. The certificates, to be sold on the basis of competitive bids with the interest rate specified in such bids, would be dated July 1 and mature serially on January 1 and July 1 of each year from 1948 to 1957.

Dividends Declared

Atchison, Topeka & Santa Fe.—5% non-cum pfd., $2.50, semi-annually, payable August 1 to holders of record June 27.

Beech Creek.—50¢, quarterly, payable July 1 to holders of record June 9.

Chicago, Burlington & Quincy.—$3.00, payable June 26 to holders of record June 12.

Dayton & Michigan.—8% pfd., $1.00, quarterly, payable July 1 to holders of record June 16.

Delaware & Hudson.—$1.00, quarterly, payable June 20 to holders of record May 28.

East Mahanoy.—$1.25, semi-annually, payable June 16 to holders of record June 5.

Illinois Central.—(Leased Lines) 4% guaranteed, $2.00, semi-annually, payable July 1 to holders of record June 11.

Kansas City Southern.—4% non-cum pfd., $1.00, quarterly, payable July 15 to holders of record June 30.

New York & Harlem.—$2.50, semi-annually, payable July 1 to holders of record June 13.

Pittsburgh, Ft. Wayne & Chicago.—common, $1.75, quarterly, payable July 1 to holders of record June 10; 7% pfd., $1.75, quarterly, payable July 8 to holders of record June 10.

Reading.—4% 2nd pfd., 50¢, quarterly, payable July 10 to holders of record June 19.

Ware River.—guaranteed, $3.50, semi-annually, payable July 2 to holders of record June 20.

West Jersey & Seashore.—$1.50, semi-annually, payable June 2 to holders of record May 15.

Wheeling & Lake Erie.—75¢, payable July 1 to holders of record June 20.

Average Prices Stocks and Bonds

	June 3	Last week	Last year
Average price of 20 representative railway stocks..	44.11	42.24	66.31
Average price of 20 representative railway bonds..	86.32	85.72	100.57

Organizations

The **Ohio Valley Transportation Advisory Board** will hold its 82nd regular meeting on June 10, at the Lincoln hotel in Indianapolis, Ind. John W. Barriger, president of the Chicago, Indianapolis & Louisville, will address the luncheon meeting on "Grooming the Iron Horse to Win."

The **Southeast Shippers Advisory Board** will hold its 78th meeting on June 19, at the Hotel Columbia in Columbia, S. C.

The 24th annual and 75th regular meeting of the **Southwest Shippers Advisory Board** was held in the Hotel Skirvin, Oklahoma City, Oklahoma on May 15 and 16.

At this meeting officers for the ensuing year were elected as follows: Frank Cross, General Mills, Inc., general chairman; C. C. Dehne, Arkansas Rice Traffic Bureau, alternate general chairman; and V. W. Appeby, Southern Alkali Corporation, general secretary.

The New York branch of **Railroadians of America,** at its June 13 meeting in the New York Pennsylvania station Y. M. C. A. rooms, at 7:30 p. m., will hear William G. White, superintendent of the Morris & Essex division of the Delaware, Lackawanna & Western, discuss the Lackawanna's suburban service.

Railway Officers

EXECUTIVE

S. A. Williams, formerly freight traffic manager of the Alton, has been appointed assistant vice-president of the Gulf, Mobile & Ohio, with headquarters as before at Chicago, a newly-created position.

James Condren, Jr., has been appointed assistant to senior vice-president of the Chesapeaks & Ohio, the New York, Chicago & St. Louis and the Pere Marquette, with headquarters at Cleveland, Ohio.

Cecil M. Self has been appointed executive assistant to president of the Norfolk Southern, with headquarters at Norfolk, Va.

John W. Davin, president of the New York, Chicago & St. Louis, has been elected chairman of the board of the Wheeling & Lake Erie, filling the office which has been vacant since the death of William M. Duncan in September, 1945.

Lewis Pilcher, secretary of the Freight Claim Division of the Association of American Railroads, at Chicago, has been appointed executive vice-chairman of the division, with the same headquarters, succeeding **C. H. Dietrich,** whose retirement was announced in *Railway Age* of May 10.

Robert J. Beeson, vice-president-operations of the **Mather Stock Car Company,**

Chicago, has been elected executive vice-president.

Edward Flynn, executive vice-president of the Chicago, Burlington & Quincy lines, with headquarters at Chicago, has retired after 50 years of continuous service. In the announcement of Mr. Flynn's retirement, Ralph Budd, the president, said that "Mr. Flynn's conspicuous ability, energy and sound judgment, devoted to the interests of these companies for half a century, gained for him recognition as a leader in the industry. These companies are proud of the splendid record which Mr. Flynn has made for them and for himself, and extend to him their appreciation of his outstanding service."

Mr. Flynn was born at Bement, Ill., entered the service of the Burlington on May 18, 1897, as a brakeman on the Lincoln-Nebraska division, and became a conductor on the same division in May, 1900. On November 15, 1906, he was appointed trainmaster at Omaha, Neb., and two years later, assistant superintendent at Lincoln, Neb. From April 15, 1909, to March 20, 20, 1911, he served as superintendent at Omaha, being transferred to McCook, Neb., on the latter date, to La Crosse, Wis., on April 1, 1915, and to Chicago on June 1, 1917. On April 1, 1918, he was appointed general superintendent at Lincoln, and served in that capacity until December 1, 1922, when he was advanced to general manager at Omaha. On September 24, 1931, Mr. Flynn was appointed operating vice-president at Chicago, and on April 1, 1935, he was advanced to executive vice-president, with the same headquarters, the position he held at the time of his retirement. He will continue to serve on the board of directors and the executive committees of the Burlington.

C. H. Dietrich, whose retirement on May 15 as executive vice-chairman of the Freight Claim division, Association of American Railroads, with headquarters at Chicago, was announced in the *Railway Age* of May 10, was born at Avoca, Wis., on October 4, 1874, and entered railroad service in 1891 as a telegraph operator on the Chicago, Milwaukee, St. Paul & Pacific. In 1899 he became a clerk in the freight claim department, and served in that capacity until November 1, 1907, when he was named chief clerk in the same department. Mr. Dietrich was promoted to assistant freight claim agent in 1911, and in 1917 he was appointed freight claim agent. On January 1, 1934, he was appointed executive vice-chairman of the Freight Claim division of the Association of American Railroads, and served in that capacity until his retirement.

C. H. Dietrich

FINANCIAL, LEGAL AND ACCOUNTING

Miller, Westervelt, Johnson & Thomason, 1400 First National Bank Building, Peoria 2, Ill., have been appointed general counsel of the Peoria & Pekin Union, succeeding **E. E. Horton,** deceased.

M. A. Niegro has been appointed real estate agent of the Seaboard Air Line, with headquarters at Norfolk, Va., succeeding **J. K. Waitt,** whose appointment as valuation engineer is noted elsewhere in these columns.

O. F. Ellington, whose retirement as general claim agent of the Texas & Pacific, at Dallas, Texas, was reported in the *Railway Age* of May 24, was born at Ellijay, Ga., on September 11, 1878, and was graduated by the law school of Chattanooga University in 1905. He first entered railroad service in 1891, with the Western & Atlantic (now Nashville, Chattanooga & St. Louis) at Atlanta, Ga., and served as claim agent for the Missouri Pacific and the Rock Island Lines until 1917, when he entered the tax department of the Texas & Pacific, at Dallas. From 1917 to 1919 he served as tax commissioner of the Teaxs & Pacific. In 1919 he was advanced to general claim agent, the position he held at the time of his retirement.

George Miller Campbell, whose election as secretary-treasurer of the Association of American Railroads at Washington, D. C., was reported in the *Railway Age* of May 31, was born at Philadelphia, Pa., on May 12, 1892. Entering the service of the American Railway Association (now Association of American Railroads) on November 1, 1911, Mr. Campbell served as stenographer and clerk until 1918, when he became assistant chief clerk. The following year he was promoted to chief clerk and in 1924 he became assistant to secretary. Mr. Campbell served as assistant to secretary and acting assistant treasurer from 1927 to 1934. He was also secretary of the Motor Transportation division of the A.A.R. from 1927 until his recent election as secretary-treasurer of the association.

G. H. Renwick, assistant regional auditor of the Canadian National, has been appointed regional auditor of the Central region, with headquarters as before at Toronto, Ont., succeeding **T. H. Ewing,** who has retired on pension after many years of service. **A. Brangam,** chief accountant-disbursements at Montreal, Que., has been appointed assistant regional auditor of the Central region at Toronto.

Mr. Ewing was born at Halifax, England, in April, 1882, and entered railroad service in 1902 with the Canadian Pacific at Montreal as clerk, later serving as accountant, commissary department. From 1906 to 1909 Mr. Ewing was stores accountant for the Dominion Car & Foundry Co. at Montreal and from 1909 to May 1, 1923, he served as clerk, traveling accountant, chief clerk—statistics and special auditor of the Grand Trunk at Montreal. From May 1, 1923, to August 1, 1938, he was auditor capital expenditures of the Canadian National and on the latter date he was appointed regional auditor at Toronto.

J. W. Ebert, whose promotion to auditor of the Wabash, with headquarters at St. Louis, Mo., was reported in the *Railway Age* of May 31, was born at St. Louis on August 30, 1903, entered railroad service in 1917 as an office boy in the accounting department of the Wabash at St. Louis, and served there in various minor capacities until February, 1926, when he was appointed special accountant. He entered the service of the Ann Arbor as a special accountant at Toledo, Ohio, in 1927, became assistant chief clerk to auditor in February, 1930, and assistant auditor in June, 1936. Mr. Ebert returned to the Wabash in August, 1941, as special accountant at St. Louis, and was appointed chief clerk to the comptroller in January, 1943. In January, 1945, he was advanced to assistant auditor, the position he held at the time of his recent promotion.

OPERATING

R. W. Leonard has been appointed assistant to the general superintendent of transportation of the Illinois Central, with headquarters at Chicago, succeeding **A. T. Wells,** who has retired after 45 years of service.

W. C. Foster has been appointed trainmaster of the Texas & Pacific, with headquarters at Marshall, Tex., succeeding **R. Whitis,** assigned to other duties.

E. H. Locke, assistant superintendent of the Grand Trunk Western, has been appointed superintendent of terminals, with headquarters at Port Huron, Mich., succeeding **C. P. Lockwood,** who has retired.

J. Carroll O'Neill, traffic manager in charge of solicitation and service of the Alabama, Tennessee & Northern, with headquarters at Mobile, Ala., has been appointed general manager.

W. C. Allen has been appointed assistant superintendent of freight transportation of the Central region of the Pennsylvania at Pittsburgh, Pa.

E. O. Walker, car accountant of the Fort Worth & Denver City and the Wichita Valley (parts of the Burlington system), at Fort Worth, Tex., has been appointed superintendent of transportation with the same headquarters, succeeding **J. L. Corbitt,** who has retired. Mr. Walker will continue his duties as car accountant.

M. E. Burk has been appointed assistant to general manager of the Atlantic Coast Line, with headquarters at Wilmington, N. C. **J. J. Peacock** has been appointed assistant to general superintendent

Table of Operating Revenues and Expenses appears on the next left-hand page.

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LIMA LOCOMOTIVE WORKS LIMA LOCOMOTIVE WORKS INCORPORATED INCORPORATED, LIMA, OHIO

transportation, at Wilmington. **J. B. Mashburn** has been appointed trainmaster, Richmond district, with headquarters at Rocky Mount, N. C.

J. L. Cooke has been appointed superintendent of transportation of the Seaboard Air Line, with headquarters at Norfolk, Va. Mr. Cooke was born at Scranton, S. C., and received his education in the schools of that state. He entered the service of the Seaboard Air Line at Moncure, N. C., in

J. L. Cooke

1924 as a telegraph operator. Promoted to dispatcher in 1929, he subsequently served in various capacities, including superintendent of the North Carolina division and superintendent of the Alabama division. Mr. Cooke was stationed at Norfolk in the early part of World War II and returned to that city in January, 1945, where he has since been located.

Martin L. Steucek, whose appointment as superintendent of freight transportation of the New York, New Haven & Hartford at New Haven, Conn., was reported in the *Railway Age* of April 19, was born on October 26, 1905, at New Haven, Conn. After attending Branford high school, Mr. Steucek entered railroad service on October 1, 1923, with the New Haven as clerk, l.c.l transfer, Cedar Hill. He held that position until March, 1932, when he became clerk-stenographer in the office of the freight agent at New Haven. From July, 1937, to February, 1943, Mr. Steucek was passenger car distributor, under the superintendent passenger transportation at New Haven. He was chief of the car distribution bureau, under the superintendent of passenger transportation at New Haven from February, 1943, until his recent appointment as superintendent of freight transportation.

Roscoe P. Noyes, whose appointment as superintendent of passenger transportation of the New York, New Haven & Hartford at New Haven, Conn., was reported in the *Railway Age* of April 19, was born on December 16, 1894, at Steuben, Me. After a high school education, Mr. Noyes entered railroad service with the New Haven on May 20, 1913, as time clerk at Hartford, Conn. On November 15, 1915, he was appointed clerk in the superintendent's office at Hartford and on March 1, 1916, he became assistant chief time clerk at New London, Conn. During World War I Mr. Noyes saw foreign service in the Engineer Corps of the United States Army. In July, 1919, he returned to the New Haven as relief agent at New London, subsequently serving as statistician for general manager at New Haven, chief time clerk at Danbury, Conn., relief yardmaster at Danbury and yard brakeman and yardmaster at Maybrook, N. Y. Mr. Noyes was furloughed in 1930 and had various occupations until February, 1939, when he became chief clerk in the office of the vice-president of the New Haven at New York. He became passenger service supervisor at New York in December, 1940, and one month later he was appointed transportation inspector at New Haven. In March, 1943, Mr. Noyes became assistant superintendent passenger transportation at New Haven, which position he held until his recent appointment.

Walter Kenneth King, whose appointment as superintendent of car service of the New York, New Haven & Hartford, at New Haven, Conn., was reported in the *Railway Age* of April 19, was born on August 26, 1906, at New London, Conn. Mr. King attended the Junior College of Commerce and entered railroad service on May 5, 1925, in the bridge and building department of the New York, New Haven & Hartford at New London. On April 23, 1928, he transferred to the construction department at New Haven and on October 25, 1929, he became clerk in the communication department at New Haven. Mr. King was appointed censor in the latter department on July 16, 1941, and on August 16, 1942, he became communication traffic engineer, which position he held until his recent appointment as superintendent of car service.

James Longmoor Barngrove, Jr., whose appointment as assistant to general manager of the New York, New Haven & Hartford at New Haven, Conn., was reported in the *Railway Age* of April 19, was born at St. Louis, Mo., on October 9, 1906. Mr. Barngrove received his A.B. degree from Washington University in 1929 and his M.S. in transportation in 1932, from Yale University. He entered railroad service during the summer of 1925 as chainman in the engineering department of the St. Louis-San Francisco, occupying the same position during the summer of 1927. From June, 1929, to June, 1932, Mr. Barngrove held various positions on special studies in the comptroller's office of the St. Louis-San Francisco. In July, 1932, he became traffic agent for the St. Louis Southwestern and one year later he went with the New York, New Haven & Hartford, where he did maintenance of way work and also worked in the general manager's office. In November, 1939, he became research assistant for the New Haven, working until December, 1940, on a committee of Fruit Growers Express Company, studying truck and water competition in the movement of fruit and vegetables. In September, 1941, Mr. Barngrove became superintendent of car service, which position he held until his recent appointment.

TRAFFIC

W. H. Cunningham, freight traffic manager in charge of sales and service of the New York, Chicago & St. Louis, has been appointed general traffic manager, with headquarters as before at Cleveland, Ohio.

S. J. Witt, freight traffic manager in charge of rates of the New York, Chicago & St. Louis, with headquarters at Cleveland, Ohio, has been appointed assistant vice-president—traffic, with the same headquarters.

Frank C. Cowherd, general agent, passenger department, of the Louisville & Nashville, at Chicago, has been appointed assistant general passenger agent, with headquarters at Louisville, Ky.

L. W. Glover, general freight agent of the Colorado & Southern (part of the Burlington system) has been appointed assistant freight traffic manager, with headquarters at Denver, Colo., a newly created position. The position of general freight agent has been abolished.

John L. Meehan has been appointed assistant freight traffic manager of the New York Central system, with headquarters at St. Louis, Mo., succeeding **John H. Bauer,** deceased.

J. W. Moore has been appointed general agent, passenger department, of the Louisville & Nashville, with headquarters at Louisville, Ky., succeeding **H. C. Bretney,** who has retired after more than 47 years of continuous service with the company.

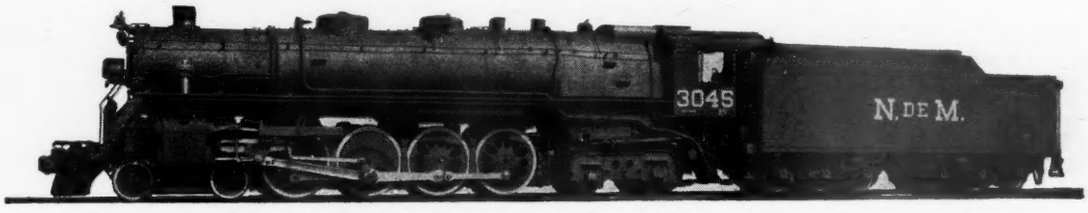
Allan V. Hokanson has been appointed general agent of the Duluth, South Shore & Atlantic and the Mineral Range, with headquarters at Portland, Ore. The position of commercial agent has been abolished.

R. C. Duffin, whose promotion to foreign freight traffic manager of the Missouri-Kansas-Texas, with headquarters at St. Louis, Mo., was reported in the *Railway Age* of May 10, was born at St. Louis and received his higher education at Washington University, St. Louis. He entered the

R. C. Duffin

service of the Katy in 1924, as an office boy, and served six years thereafter in various clerical positions. In September, 1930, he was oppointed quotation clerk in the St. Louis freight office, and subsequently served in various capacities in that

News Department continued on next left-hand page



Photograph through courtesy of Baldwin Locomotive Works

OIL-BURNING LOCOMOTIVES FOR MEXICO

equipped with Security Circulators

Five 4-8-4 oil-burning steam locomotives, designed for fast passenger and heavy freight service, have recently been built for the Mexican Government. They have a tractive power of 57,000 pounds, and each locomotive is equipped with six Security Circulators.

Security Circulators are so located in the locomotive firebox that they are most effective evaporating elements. They also improve boiler water circulation in the side water-legs and over the crown sheet.

AMERICAN ARCH COMPANY, INC.

NEW YORK • CHICAGO

SECURITY CIRCULATOR DIVISION

department and in the freight department at Kansas City, Mo. In January, 1945, he was appointed general agent at Detroit, Mich., the position he held at the time of his recent promotion.

Donald E. McKeithan, whose promotion to traffic manager of the St. Louis-San Francisco, at St. Louis, Mo., was reported in the *Railway Age* of May 3, was born on June 2, 1901, at Otter Creek, Fla. He joined the Frisco in 1923 as chief clerk to district freight agent and to district passenger agent at Jacksonville, Fla., and the following year became traveling freight agent at Atlanta, Ga. In 1928 Mr. Mc-

Donald E. McKeithan

Keithan was advanced to traveling freight and passenger agent at Atlanta. From 1935 to 1945 he served successively as general agent at Winston-Salem, N. C., Jacksonville and Pittsburgh, Pa. He was assistant freight traffic manager at St. Louis at the time of his recent promotion, having been appointed to that position in November, 1945.

R. J. Lynch, division freight agent, freight department, New York Central system, with headquarters at New York, has been appointed assistant general freight agent at Syracuse, N. Y., to succeed **R. C. Hopkins,** who has retired under pension regulations, after nearly 50 years of service with this system. **E. E. Lindauer,** general agent, freight department, at Syracuse, has been transferred to Newark, N. J., to succeed **S. A. R. Lancto,** who has been appointed division freight agent at New York, succeeding Mr. Lynch. **T. F. McLaughlin** has been appointed general agent, freight department at Syracuse, succeeding Mr. Lindauer.

Robert J. Beatty, whose appointment as coal traffic manager of the Chesapeake & Ohio at Richmond, Va., was reported in the *Railway Age* of March 1, was born at Indianapolis, Ind., on July 20, 1899. Mr. Beatty attended Richmond College, William and Mary Extension, Mechanics Institute and the T. C. Williams Law School at Richmond. After military service during World War I, Mr. Beatty was with the Richmond, Fredericksburg & Potomac from 1920 to 1921, subsequently going with the Spotless Co. and the A. & P. Tea Company. Mr. Beatty entered the service of the Chesapeake & Ohio as rate clerk in the accounting department, becoming rate clerk in the traffic department on October 12, 1925. On December 1, 1926, he was appointed assistant commerce agent, being promoted to commerce agent on September 1, 1936. Mr. Beatty became general freight agent—commerce on December 1, 1938, and on April 1, 1946, he was appointed assistant freight traffic manager at Richmond, which position he held until his appointment as coal traffic manager.

David L. O'Connor, whose appointment as freight traffic manager-sales of the Chesapeake & Ohio and the Pere Marquette at Richmond, Va., was reported in the *Railway Age* of February 15, was born at Waynesboro, Va., on February 14, 1900. Mr. O'Connor entered railroad service on April 9, 1917, as ticket agent and yard clerk with the Chesapeake & Ohio at Waynesboro, Va. After being in the U. S. Postal Service from 1918 to 1920, he returned to the Chesapeake & Ohio in 1920 as rate and bill clerk at Waynesboro. After serving in various other capacities Mr. O'Connor was appointed traveling freight agent at Richmond in November, 1926, transferring to Norfolk, Va., on January 1, 1931. He subsequently served as general agent at Memphis, Tenn., St. Louis, Mo., and Cleveland, Ohio, successively. On March 1, 1942, he was appointed division freight agent at Richmond and on August 1, 1945, he was appointed general freight agent of the C. & O. at Huntington, W. Va., which position he held until his appointment as freight traffic manager at Richmond.

ENGINEERING & SIGNALING

J. K. Waitt, real estate agent of the Seaboard Air Line, has been appointed valuation engineer, with headquarters as before at Norfolk, Va., succeeding **T. W. Roby,** promoted to chief of research and planning.

Carl W. Ellis, whose appointment as signal engineer of the Western Pacific, with headquarters at San Francisco, Cal., was reported in *Railway Age* of May 24, was born at Clinton Junction, Iowa, in 1889. He entered railroad service in 1910 in the stores department of the Southern Pacific, later serving in the signal department of that road. In 1912 he was employed by the General Railway Signal Company, with headquarters at Chicago. Then, following a period of service with the Oakland, Antioch & Eastern, Mr. Ellis returned to the Southern Pacific in 1913. In 1922 he was appointed signal office engineer.

Donald E. Rudisill, engineer of maintenance of way of the Western Pennsylvania division of the Pennsylvania, with headquarters at Pittsburgh, Pa., has been appointed chief engineer of maintenance of way of the New York zone, with headquarters at New York, succeeding the late *Robert R. Nace,* whose death on May 19 was reported in the *Railway Age* of May 24.

H. C. Charlton, whose promotion to assistant engineer of bridges of the Norfolk & Western at Roanoke, Va., was reported in the *Railway Age* of May 10, was graduated in civil engineering from Tri-State College, Indiana. Mr. Charlton was first employed by the Norfolk & Western as chainman in 1915, serving in that capacity until 1917, when he was furloughed for service with the United States Navy

H. C. Charlton

during World War I. Returning to the road in 1920, as rodman, he served subsequently as inspector, draftsman and crossing engineer, holding the latter position at the time of his recent promotion to assistant engineer of bridges.

J. F. Newsom, Jr., whose appointment as assistant engineer of buildings of the Norfolk & Western at Roanoke, Va., was reported in the *Railway Age* of May 10, was graduated from Virginia Polytechnic Institute with a degree in civil engineering in 1923. Following his graduation he entered the service of the Norfolk & West-

J. F. Newsom, Jr.

ern as rodman, subsequently serving as inspector, transitman and draftsman before his promotion to resident engineer in 1941. Mr. Newsom was advanced to maintenance engineer in 1945, which position he held until his recent promotion to assistant engineer of buildings.

E. L. Anderson, whose appointment as assistant chief engineer, maintenance, of the St. Louis-San Francisco, with headquarters at Springfield, Mo., was reported in the *Railway Age* of May 24, was born at Hull, Ill., on October 20, 1888, and was graduated by the University of Missouri

News Department is continued on the second left-hand page.

Fleet Record of GM Switchers on the Chicago, Rock Island and Pacific

Locomotive Number	Date Delivered	Total Hours Worked	Average Hours per Month	Per Cent Availability
500	5-23-37	69,739	606	97.2
501	5- 5-37	58,462	506	91.9
502	5-10-37	69,982	603	95.1
503	6-14-37	54,032	470	88.2
504	6-14-37	72,198	628	93.7
505	6-14-37	78,160	680	96.2
506	5-23-37	72,540	631	92.9
507	6-19-37	69,570	610	97.4
508	6-21-37	66,735	585	95.3
509	6-25-37	68,129	598	96.8
510	8-25-37	58,560	523	94.2
511	3- 1-38	72,295	682	96.1
512	3- 6-38	68,067	642	95.0
513	3- 7-38	69,162	652	96.1
514	3- 7-38	69,754	658	96.4
515	3- 7-38	69,623	657	95.1
516	3- 6-38	73,169	690	97.4
517	3- 7-38	72,047	680	95.9
518	3- 8-38	73,000	689	95.2
519	7-18-38	67,773	671	93.0
520	7-15-38	63,807	626	93.0
521	7-11-38	70,418	690	96.4
522	7-27-38	68,625	679	96.0
523	7-27-38	69,460	688	95.0
524	7-27-38	66,464	658	92.9
525	7-19-38	66,718	661	94.3
526	7-15-38	63,155	619	92.3
527	7-22-38	68,346	677	94.5
528	7-22-38	68,355	677	95.1
529	3- 3-42	36,752	634	95.7
530	3- 9-42	30,091	519	98.8
531	3-15-42	38,068	656	94.9
532	4- 6-42	40,058	703	97.0
533	4-11-42	38,876	682	95.1
534	4-17-42	36,731	656	95.7
535	4-22-42	37,870	676	96.3
536	4-29-42	38,406	686	95.0
700	3- 7-38	67,778	639	88.1
701	3- 7-38	67,940	641	88.4
702	8-15-38	68,776	681	95.4
703	8- 6-38	69,429	687	96.3
704	8- 5-38	66,063	654	92.4
705	8-15-38	68,462	678	94.0
706	8-23-38	66,425	664	93.4
707	8-22-38	68,367	684	93.9
		Totals 2,818,437	Aver. 641	Aver. 94.5

Locomotives Nos. 500 to 536 are 600 horsepower; Nos. 700-707 are 900 horsepower.

GENERAL MOTORS LOCOMOTIVES

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS — LA GRANGE, ILL.

in 1912 with the degree B. S. in C. E. Mr. Anderson entered the service of the Frisco on December 28, 1912, and served as rodman and transitman at Springfield until May, 1916, when he was appointed assistant engineer at the same place. Released from the armed forces in July, 1919, he returned to the Frisco as assistant engineer at Springfield. He was appointed division engineer in September, 1928, and assistant engineer in September, 1929. In November, 1931, Mr. Anderson was named roadmaster at Poplar Bluff, Mo., and served there until October, 1937, when he became division engineer at Springfield. In April, 1942, he was advanced to assistant to the general manager, the position he held at the time of his recent promotion.

D. E. Rudisill, engineer, maintenance of way, Western Pennsylvania division, of the Pennsylvania, at Pittsburgh, Pa., has been appointed chief engineer maintenance of way of the New York Zone, with headquarters at New York, succeeding **Robert R. Nace,** whose death on May 19 at Elizabeth, N. J., was reported in the *Railway Age* of May 24. **C. R. Bergman,** division engineer, Chicago Terminal division, at Chicago, has been promoted to engineer, maintenance of way, with headquarters at Pittsburgh, succeeding Mr. Rudisill. **W. R. Ganser,** engineer maintenance of way and structures of the Washington Terminal, Washington, D. C., succeeds Mr. Bergman as division engineer at Chicago. **George Baylor,** division engineer, Delmarva division, at Cape Charles, Va., replaces Mr. Ganser at the Washington Terminal. **C. R. Uitts,** division engineer, Indianapolis division, at Indianapolis, Ind., has been transferred to Cape Charles, where he replaces Mr. Baylor. **J. P. Zearley,** assistant division engineer, Maryland division, at Baltimore, Md., has been promoted to division engineer, at Indianapolis, replacing Mr. Uitts. **N. L. Fleckenstine,** assistant division engineer on special duty at Philadelphia, Pa., succeeds Mr. Zearley, at Baltimore.

C. T. Jackson, assistant chief engineer of the Chicago, Milwaukee, St. Paul & Pacific, has been appointed assistant chief engineer, system, with headquarters as before at Chicago. **E. B. Crane,** principal assistant engineer, at Seattle, Wash., has been appointed assistant chief engineer, Lines West, with the same headquarters. **A. B. Chapman,** engineer and superintendent of bridges and buildings, at Chicago, has been appointed assistant chief engineer, Lines East, with the same headquarters. **H. B. Christianson,** assistant to the chief engineer, at Chicago, has been appointed principal assistant engineer, system, with the same headquarters. **B. J. Ornburn,** assistant bridge engineer, at Chicago, has been appointed engineer and superintendent of bridges and buildings, system, with the same headquarters, succeeding Mr. Chapman. **E. E. Burch,** squad leader in the engineering department, at Chicago, has been appointed assistant bridge engineer, with the same headquarters.

MECHANICAL

J. L. Roach, master mechanic of the Fort Worth & Denver City and the Wichita Valley (parts of the Burlington system), at Childress, Tex., has been appointed superintendent of motive power, with the same headquarters, succeeding **John Pfeiffer,** who has retired.

Kenneth Moody has been appointed assistant to the general superintendent of motive power and machinery of the Union Pacific, with headquarters at Omaha, Neb., a newly created position.

F. C. Fraser, car foreman of the Canadian National at Calder, Alta., has been appointed general car foreman of the British Columbia district, with headquarters at Vancouver, B. C., succeeding **J. W. G. Want,** deceased.

J. H. Burger, master mechanic of the Illinois Central at Champaign, Ill., has been transferred to Vicksburg, Miss., to replace **J. W. Martin,** who has been transferred to Jackson, Tenn., where he replaces **W. L. Jones,** who has been transferred to Champaign to replace Mr. Burger.

PURCHASES AND STORES

H. C. Bridger, whose appointment as purchasing agent of the Canadian National, with headquarters at Vancouver, B. C., was reported in the *Railway Age* of May 10, was born at Kitchener, Ont. He was educated in Winnipeg, Man., and was later

H. C. Bridger

graduated from Oxford University in aeronautics. He entered the service of the Canadian National at Winnipeg, and after many years there was transferred to Vancouver in 1937 as chief clerk.

SPECIAL

T. W. Roby, valuation engineer of the Seaboard Air Line at Norfolk, Va., has been appointed chief of research and planning, with the same headquarters. A native of Jacksonville, Fla., Mr. Roby is a graduate of Virginia Military Institute and Massachusetts Institute of Technology. He first became connected with the Seaboard Air Line in 1914, when he was assistant engineer in the road's valuation department at Norfolk. Specializing in valuation matters, he was appointed valuation engineer for the system in 1927 and held that post at the time of his recent appointment. Mr. Roby will also assume the duties previously assigned to the executive representative, a position held by the late *W. D. Faucette,* which will not be re-established at this time. At the time of his death Mr.

T. W. Roby

Faucette also served as chairman of the Committee on Research and Planning, which was originally esablished in 1943.

OBITUARY

Edward T. Witer, who retired in 1932 as vice-president of the Pennsylvania at Pittsburgh, Pa., after more than 50 years of railroad service, died on May 30 at Duarte, Cal., at the age of 83 years.

James M. Breen, general freight agent of the New York Central system, with headquarters at New York, died on May 30 at the New Rochelle (N. Y.) hospital at the age of 63 years. Entering the service of the New York Central in 1900 as a messenger, Mr. Breen held various positions in the freight traffic department until 1935 when he became assistant general freight agent. In 1941 he was appointed general freight agent.

Almer P. Stevens, who retired on January 1, 1946, from the position of New York district manager for the Car Service Division, Association of American Railroads, died on June 2 at his home in Montclair, N. J. He was 73 years of age.

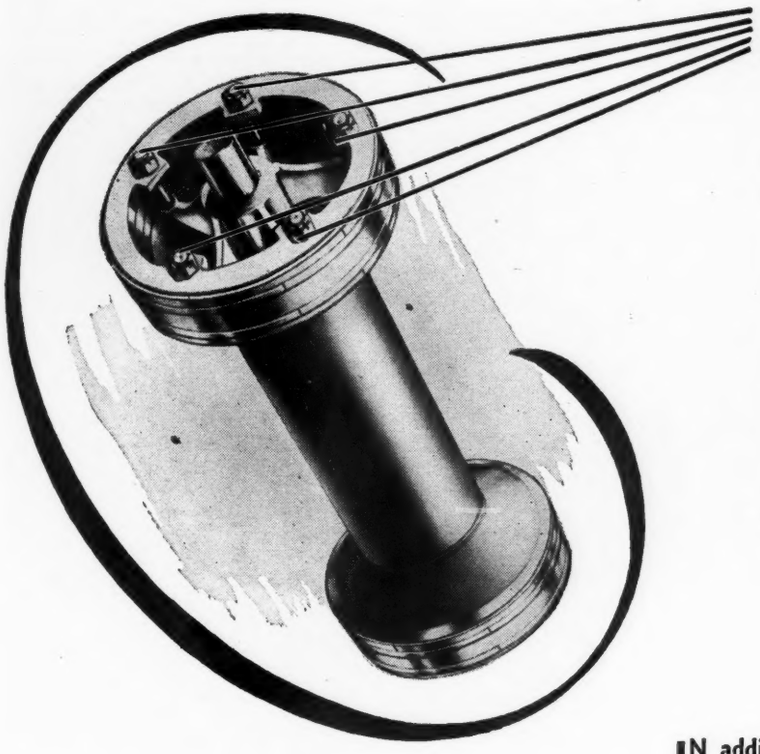
No railroad manager can fulfill his obligations to employees, the public and investors unless his company can earn at least six per cent upon the value of the property devoted to transportation purposes. This does not mean cash dividends of six per cent upon the capital stock—it means an earning of six per cent upon the value of the whole property. From such earnings a fair dividend, interest on debt, debt retirement, improvement to property and other things not included in operating expenses, could be paid.

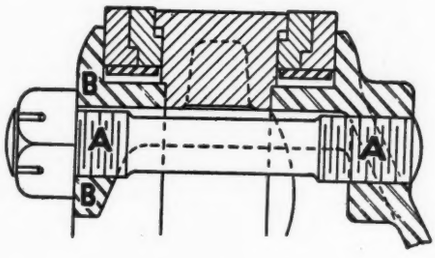
—James B. Hill, president of the Louisville & Nashville, in a message to that road's employees.

Table of Operating Revenues and Expenses appears on the next left-hand page.

5 NUTS

Identify these better LIGHT WEIGHT VALVES





Cross section of valve packing and bull rings showing butt-welded stud bolt (A) and follower ring (B)

IN addition to having every recognized advantage of lighter reciprocating parts, Hunt-Spiller Light Weight Valves save time in the shop. When renewing packing rings you don't have to disassemble the valve or remove the stem. Ten nuts—five at each end—hold followers that secure packing and bull rings. Simply loosen these nuts and the replacement of either snap or sectional packing becomes any easy job instead of a formidable one.

Hunt-Spiller Light Weight Valves are in successful use on many roads, including New York Central, Great Northern, Akron, Canton and Youngstown, Union Pacific, Milwaukee, Boston and Maine, Soo Line, Lehigh and New England, Bessemer and Lake Erie, Texas and Pacific, and Lehigh and Hudson. Ask your Hunt-Spiller representative for full information. Hunt-Spiller Mfg. Corporation, 383 Dorchester Ave., Boston 27, Mass. In Canada: Joseph Robb & Co., Ltd., 4050 Namur St., Montreal, P.Q. Export Agents: International Ry. Supply Co., 30 Church St., New York 7, N. Y.

Hunt-Spiller are exclusive railroad sales representatives for Double Seal Piston Rings made for Diesel and other services. Double Seal rings are cast from Hunt-Spiller *Air Furnace* Gun Iron.

HUNT-SPILLER

LIGHT WEIGHT
STEEL PISTONS AND VALVES
DUPLEX SECTIONAL PACKING
AIR FURNACE GUN IRON

Operating Revenues and Operating Expenses of Class I Steam Railways

Compiled from 130 monthly reports of revenues and expenses representing 134 Class I steam railways

(Switching and Terminal Companies Not Included)

FOR THE MONTH OF MARCH 1947 AND 1946

Item	United States		Eastern District		Southern District		Western District	
	1947	1946	1947	1946	1947	1946	1947	1946
Miles of road operated at close of month	227,679	227,877	55,803	55,970	43,345	43,366	128,531	128,541
Revenues:								
Freight	$592,185,992	$483,899,529	$233,445,506	$189,474,998	$122,478,804	$103,535,085	$236,261,682	$190,889,446
Passenger	71,410,960	114,563,848	35,220,799	49,626,213	12,859,987	21,229,175	23,330,174	43,708,460
Mail	11,416,617	10,563,831	4,090,033	3,702,318	2,017,193	1,899,974	5,309,391	4,961,539
Express	12,505,229	8,559,534	4,349,598	1,079,048	2,416,180	1,545,215	5,739,451	5,935,271
All other operating revenues	30,307,236	28,642,329	13,276,893	13,393,428	5,297,528	4,020,391	11,732,815	11,228,510
Railway operating revenues	717,826,034	646,229,071	290,382,829	257,276,005	145,069,692	132,229,840	282,373,513	256,723,226
Expenses:								
Maintenance of way and structures	91,666,211	109,305,373	33,625,047	37,282,459	19,672,428	23,304,691	38,368,736	48,718,223
Depreciation	10,143,013	9,997,717	4,390,613	4,317,173	1,656,928	1,616,609	4,095,472	4,063,935
Retirements	200,672	380,538	94,376	90,615	*139,272	82,260	245,568	207,663
Deferred maintenance	*460,606	*414,256	*43,962	*37,046	*26,816	*84,445	*389,828	*292,765
Amortization of defense projects	102,216	93,868	8,013	10,529	27,623	68,811	66,580	14,528
Equalization	4,268,422	3,974,025	2,515,501	2,432,560	820,889	64,819	932,032	1,476,646
All other	77,412,494	95,273,481	26,660,506	30,468,628	17,333,076	21,556,637	33,418,912	43,248,216
Maintenance of equipment	127,111,417	145,232,052	55,403,890	58,704,743	24,953,188	27,630,187	46,754,339	58,897,122
Depreciation	19,221,528	18,581,974	8,076,968	7,953,753	3,883,495	3,657,599	7,261,065	6,970,622
Retirements	*40,203	*28,043	*5,086	*3,369	*16,020	*2,132	*19,097	*22,542
Deferred maintenance and major repairs	*405,690	*345,727	*542	*49,179	*74,342	*68,858	*330,806	*227,690
Amortization of defense projects	1,248,182	583,257	478,346	265,454	226,850	62,009	542,986	255,794
Equalization	551,980	278,784	70,561	15,712	417,525	240,596	63,894	22,476
All other	106,535,620	126,161,807	46,783,643	50,522,372	20,515,680	23,740,973	39,236,297	51,898,462
Traffic	14,507,238	15,854,969	5,016,773	5,638,836	2,907,999	3,029,189	6,582,466	7,186,944
Transportation—Rail line	285,883,438	308,328,433	128,135,777	131,293,001	51,563,151	57,290,227	106,184,510	119,745,205
Miscellaneous operations	10,264,763	11,676,581	3,805,571	4,483,078	1,596,824	1,743,932	4,862,368	5,449,571
General	19,934,903	24,160,645	7,932,412	9,389,327	4,014,525	5,011,442	7,987,966	9,759,876
Railway operating expenses	549,367,970	614,558,053	233,919,470	246,791,444	104,708,115	118,009,668	210,740,385	249,756,941
Net revenue from railway operations	168,458,064	31,671,018	56,463,359	10,484,561	40,361,577	14,220,172	71,633,128	6,966,285
Railway tax accruals	82,448,420	24,885,571	28,130,860	8,377,123	20,031,588	10,438,813	34,285,972	6,069,635
Pay-roll taxes	28,640,847	26,460,168	12,256,323	10,587,376	5,396,111	5,022,280	10,988,413	10,850,512
Federal income taxes	30,649,996	*23,440,594	6,694,887	*10,972,571	10,065,320	711,590	13,889,791	*13,179,613
All other taxes	23,157,575	21,865,997	9,179,650	8,762,318	4,570,157	4,704,943	9,407,768	8,398,736
Railway operating income	86,009,644	6,785,447	28,332,499	2,107,438	20,329,989	3,781,359	37,347,156	896,650
Equipment rents—Dr. balance	9,731,124	9,393,476	5,425,195	3,922,431	*987,991	100,132	5,293,920	5,370,913
Joint facility rent—Dr. balance	3,496,408	3,094,848	1,855,280	1,710,553	377,635	340,047	1,263,493	1,044,248
Net railway operating income	72,782,112	*5,702,877	21,052,024	*3,525,546	20,940,345	3,341,180	30,789,743	*5,518,511
Ratio of expenses to revenues (per cent)	76.5	95.1	80.6	95.9	72.2	89.2	74.6	97.3

FOR THE THREE MONTHS ENDED WITH MARCH 1947 AND 1946

Item	United States		Eastern District		Southern District		Western District	
	1947	1946	1947	1946	1947	1946	1947	1946
Miles of road operated at close of month	227,679	227,881	55,804	55,970	43,345	43,367	128,530	128,544
Revenues:								
Freight	$1,661,851,901	$1,358,740,799	$647,936,466	$518,945,216	$348,133,670	$288,796,917	$665,781,765	$550,998,666
Passenger	224,628,742	366,826,426	110,630,744	153,621,341	40,152,658	64,907,373	73,845,340	148,297,712
Mail	32,961,591	30,688,285	11,886,590	10,559,139	5,731,165	5,362,059	15,343,836	14,767,087
Express	28,744,993	23,081,685	8,919,151	2,169,514	5,469,296	4,198,897	14,356,546	16,713,274
All other operating revenues	91,121,720	87,117,634	40,876,228	39,833,967	14,784,233	12,212,587	35,461,259	35,071,080
Railway operating revenues	2,039,308,947	1,866,454,829	820,249,179	725,129,177	414,271,022	375,477,833	804,788,746	765,847,819
Expenses:								
Maintenance of way and structures	263,049,440	276,829,433	96,430,937	98,411,862	58,004,630	58,662,242	108,613,873	119,755,329
Depreciation	30,358,437	29,936,969	13,116,122	12,919,537	4,967,071	4,832,141	12,275,244	12,185,291
Retirements	1,061,426	1,411,831	350,879	212,126	159,015	191,286	551,532	1,008,419
Deferred maintenance	*946,725	*1,377,130	*114,610	*75,554	*76,494	*544,870	*755,621	*756,706
Amortization of defense projects	312,030	5,056	30,655	31,629	82,378	*3,104	198,997	*23,469
Equalization	13,761,278	14,547,170	7,714,908	7,577,612	2,586,897	2,627,521	3,459,473	4,342,037
All other	218,502,994	232,305,537	75,332,983	77,746,512	50,285,763	51,559,268	92,884,248	102,999,757
Maintenance of equipment	372,097,394	372,050,815	162,852,969	156,323,660	72,807,680	68,850,239	136,436,745	146,876,916
Depreciation	56,707,191	55,140,658	23,546,048	23,195,067	11,535,118	11,049,608	21,626,025	20,895,983
Retirements	*85,799	*134,164	*12,502	*62,318	*28,312	*37,930	*44,985	*33,916
Deferred maintenance and major repairs	*937,353	*951,582	*2,800	*99,433	*222,738	*185,328	*711,815	*666,821
Amortization of defense projects	3,756,416	1,639,966	1,457,711	723,316	683,107	271,303	1,615,598	645,347
Equalization	1,360,508	1,041,716	197,239	20,773	1,042,913	915,163	120,356	105,780
All other	311,296,431	315,314,221	137,667,273	132,546,255	59,797,592	56,837,423	113,831,566	125,930,543
Traffic	41,779,671	39,837,266	14,726,322	14,315,629	8,420,328	7,637,462	18,633,021	17,884,175
Transportation—Rail line	831,196,547	788,748,537	372,038,558	346,769,916	149,384,477	139,196,010	309,773,512	302,782,611
Miscellaneous operations	30,949,315	31,810,731	11,586,592	12,512,928	4,681,759	4,567,175	14,680,964	14,730,628
General	58,661,496	58,602,619	23,281,597	23,538,697	11,808,353	11,690,404	23,571,546	23,373,518
Railway operating expenses	1,597,733,863	1,567,879,401	680,916,975	651,872,692	305,107,227	290,603,532	611,709,661	625,403,177
Net revenue from railway operations	441,575,084	298,575,428	139,332,204	73,256,485	109,163,795	84,874,301	193,079,085	140,444,642
Railway tax accruals	228,378,063	153,526,874	78,868,417	46,000,815	54,947,643	43,370,677	94,562,003	64,155,382
Pay-roll taxes	83,989,308	64,168,629	35,851,730	26,850,775	15,758,943	11,630,703	32,378,635	25,687,151
Federal income taxes	76,144,417	23,964,040	15,842,704	*7,371,497	25,525,964	18,071,474	34,775,749	13,264,063
All other taxes	68,244,338	65,394,205	27,173,983	26,521,537	13,662,736	13,668,500	27,407,619	25,204,168
Railway operating income	213,197,021	145,048,554	60,463,787	27,255,670	54,216,152	41,503,624	98,517,082	76,289,260
Equipment rents—Dr. balance	28,594,509	25,509,590	15,249,856	11,032,707	*2,104,711	*1,860,455	15,449,364	16,337,338
Joint facility rent—Dr. balance	10,567,042	8,820,438	5,322,434	4,629,954	1,323,768	1,097,169	3,860,840	3,093,315
Net railway operating income	174,095,470	110,718,526	39,891,497	11,593,009	54,997,095	42,266,910	79,206,878	56,858,607
Ratio of expenses to revenues (per cent)	78.3	84.0	83.0	89.9	73.6	77.4	76.0	81.7

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* Decrease, deficit, or other reverse item.

† Railway operating revenues are after deduction of $755,998 for the three months ended with March 1946, to create a reserve for land grant deductions in dispute.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

General News

(*Continued from page 1180*)

President Suspends Eight-Hour Law on Alaska Railroad

President Truman has issued an executive order suspending the 8-hour law insofar as it applies to employees of the Alaska Railroad. The order, among other "whereases," cited the railroad's "essential services," and asserted that "extensive rehabilitation of track and roadway facilities is necessary" because of the tremendous burden of traffic" transported during the war.

Meanwhile, it provided that the wages of affected employees shall be based on an administrative work week of 40 hours, with overtime and time and one-half rates for all hours worked in excess of 40 hours.

Railroad Police Attend Course

Approximately 160 railroad police and special agents attended a refresher and training course at Chicago, May 14 to May 27, inclusive, sponsored by the Railway Special Agents and Police Association of that city. Six of the 10 class sessions are being conducted by representatives of the Federal Bureau of Investigation's Chicago field office. The course includes such subjects as federal criminal statutes, evidence, interviews with witnesses, finger printing, fire prevention and others.

M. R. S. Personnel Reunion

A reunion of veterans of World War II Military Railway Service headquarters, grand division, shop and operating battalion men has been arranged for September 27 at Chicago. Registration at the Palmer House will precede a business session there at 11 A. M., to be opened by a greeting by Major General Carl R. Gray, Jr., vice-president of the Chicago & North Western. An afternoon at the baseball park will be followed by a dinner and smoker at the Palmer House, to which wives will be welcome. Tickets are available from S. R. Truesdell, treasurer, 400 West Madison Street, Chicago 6, at $7.50 each ($5.70 omitting the ball game).

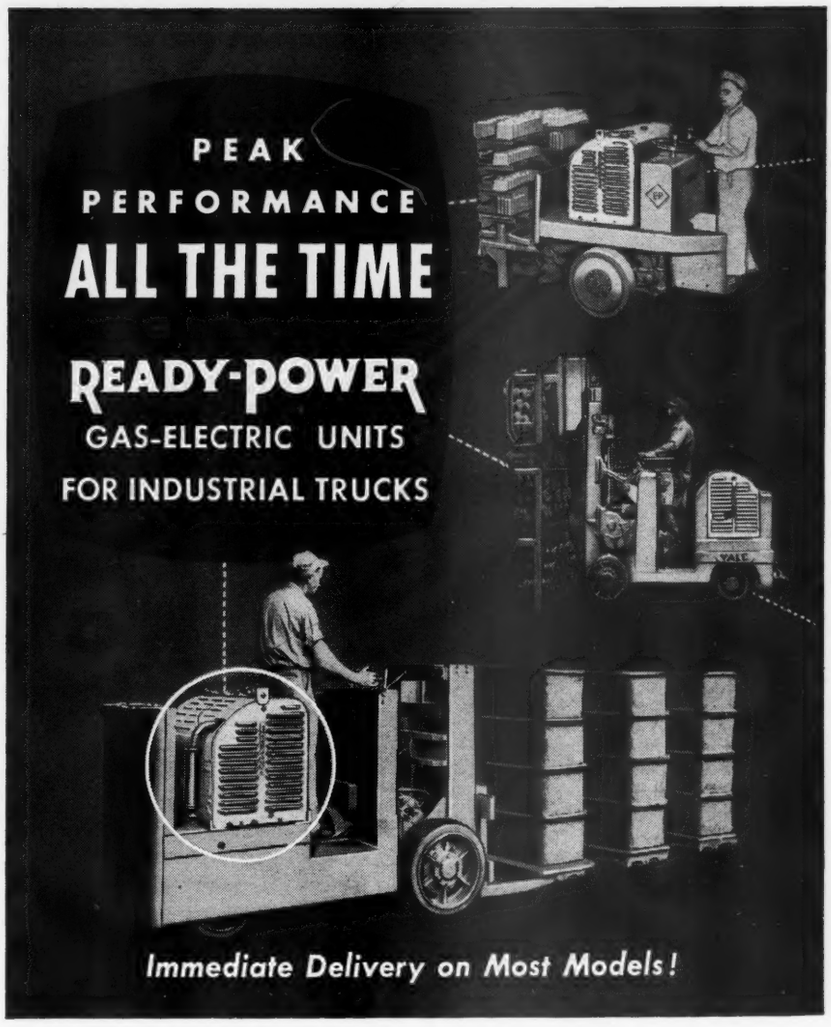
Milwaukee "Fisherman" Train Begins Service June 13

"The Fisherman," summer train of the Chicago, Milwaukee, St. Paul & Pacific, operating on Fiday nights from Chicago and Milwaukee, Wis., to Tomahawk, Wis., Minocqua and Woodruff, will begin service on June 13, the road announced this week. The train will return on Sunday nights. It will carry sleeping cars, diner, lounge car and day coaches, and will continue operation until the Labor Day week end.

Meetings and Conventions

The following list gives names of secretaries, dates of next or regular meetings and places of meetings:

ALLIED RAILWAY SUPPLY ASSOCIATION. — C. F. Weil, American Brake Shoe Company, 332 S. Michigan Ave., Chicago 4, Ill. Exhibit in conjunction with meetings of the Coordinated Mechanical Associations, September 15-18, 1947, Hotel Sherman, Chicago, Ill.



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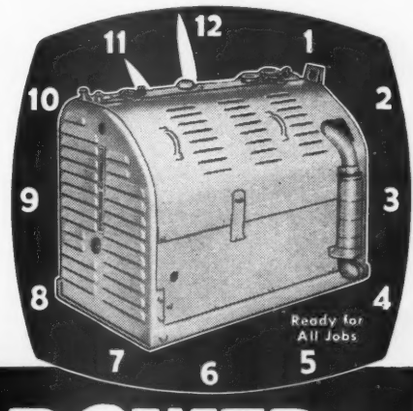

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AMERICAN ASSOCIATION OF BAGGAGE TRAFFIC MANAGERS.—E. P. Soebbing, 1450 Railway Exchange Bldg., St. Louis 1, Mo. Annual meeting, October 8-10, 1947, Houston, Tex.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—B. D. Branch, C. R. R. of N. J., 143 Liberty St., New York 6, N. Y.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.—Miss Elise LaChance, Room 901, 431 S. Dearborn St., Chicago 5, Ill.

AMERICAN ASSOCIATION OF RAILWAY ADVERTISING AGENTS.—E. A. Abbott, 1103 Cleveland St., Evanston, Ill.

AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.—Miss Elise LaChance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 16-18, 1947, Hotel Stevens, Chicago.

AMERICAN RAILWAY CAR INSTITUTE.—W. C. Tabbert, 19 Rector St., New York 6, N. Y.

AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.—W. J. Walsh, B. & O. R. R., Baltimore 1, Md. Annual meeting, April 5-7, 1948, Hotel Roosevelt, New Orleans, La.

AMERICAN RAILWAY ENGINEERING ASSOCIATION.—Works in cooperation with the Association of American Railroads, Engineering Division.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 16-18, 1948, Chicago, Ill.

AMERICAN RAILWAY MAGAZINE EDITORS' ASSOCIATION.—Clifford G. Massoth, Illinois Central Magazine, 135 E. 11th Pl., Chicago 5, Ill.

AMERICAN SHORT LINE RAILROAD ASSOCIATION.—J. P. Nye, Tower Bldg., Washington 5, D. C. Annual meeting, October 21-22, 1947, Hotel New Yorker, New York, N. Y.

AMERICAN SOCIETY FOR TESTING MATERIALS.—R. J. Painter, Asst. Secretary, 1916 Race St., Philadelphia 3, Pa. Annual meeting, June 16-20, 1947, Chalfonte-Haddon Hall, Atlantic City, N. J.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—C. E. Davies, 29 W. 39th St., New York 18, N. Y. Semi-annual meeting, June 16-19, 1947, Hotel Stevens, Chicago, Ill. Annual meeting, December 1-5, 1947, Chalfonte-Haddon Hall, Atlantic City, N. J.

Railroad Division.—E. L. Woodward, Railway Mechanical Engineer, 105 W. Adams St., Chicago 3, Ill. Semi-annual meeting, June 17, 1947, Chicago, Ill.

AMERICAN TRANSIT ASSOCIATION.—A. W. Baker, 292 Madison Ave., New York 17, N. Y.

AMERICAN WOOD-PRESERVERS' ASSOCIATION. — H. L. Dawson, 1427 Eye St., N. W., Washington 5, D. C. Annual meeting, April 27-29, 1948, St. Paul, Minn.

ASSOCIATED TRAFFIC CLUBS OF AMERICA, INC.—R. A. Ellison, Cincinnati Chamber of Commerce, 1203 C. of C. Bldg., Cincinnati 2, O. Annual meeting, October 6-8, 1947, Lord Baltimore Hotel, Baltimore, Md.

ASSOCIATION OF AMERICAN RAILROAD DINING CAR OFFICERS.—W. F. Ziervogel, 605 S. Ranken Ave., St. Louis 3, Mo. Annual Meeting, October 7-9, 1947, Claridge Hotel, Atlantic City, N. J.

ASSOCIATION OF AMERICAN RAILROADS.—George M. Campbell, Transportation Bldg., Washington 6, D. C.

Operations and Maintenance Department.—J. H. Aydelott, Vice-President, Transportation Bldg., Washington 6, D. C.

Operating-Transportation Division. — L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.

Operating Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.

Transportation Section.—H. A. Eaton, 59 E. Van Buren St., Chicago 5, Ill.

Communications Section.—W. A. Fairbanks, 30 Vesey St., New York 7, N. Y.

Fire Protection and Insurance Section.—W. F. Steffens, New York Central, Room 3317, 230 Park Avenue, New York 17, N. Y. Annual Meeting, October 21-22, 1947, Chicago, Ill.

Freight Station Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill.

Medical and Surgical Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.

Protective Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y. Annual meeting, June 17-19, 1947, Hotel Statler, Detroit, Mich.

Safety Section. — J. C. Caviston, 30 Vesey St., New York 7, N. Y.

Engineering Division.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.

Construction and Maintenance Section.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 16-18, 1948, Chicago, Ill.

Electrical Section.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, September 30, 1947, Hotel Sherman, Chicago, Ill.

Signal Section.—R. H. C. Balliet, 30 Vesey St., New York 7, N. Y. Annual meeting, September 11-13, 1947, Edgewater Beach Hotel, Chicago, Ill.

Mechanical Division.—Arthur C. Browning, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, June 23-28, 1947, Convention Hall, Atlantic City, N. J.

Electrical Section.—J. A. Andreucetti, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, October 1-2, 1947, Hotel Sherman, Chicago, Ill.

Purchases and Stores Division.—W. J. Farrell (Executive Vice-Chairman), Transportation Bldg., Washington 6, D. C. Annual meeting, June 23-25, 1947, Convention Hall, Atlantic City, N. J.

Freight Claim Division.—Lewis Pilcher, 59 E. Van Buren St., Chicago 5, Ill.

Motor Transport Division.—Transportation Bldg., Washington 6, D. C.

Car Service Division.—W. C. Kendall, Chairman, Transportation Bldg., Washington 6, D. C.

Finance, Accounting, Taxation and Valuation Department.—E. H. Bunnell, Vice-President, Transportation Bldg., Washington 6, D. C.

Accounting Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C.

Treasury Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C. Annual meeting, October 8-10, 1947, New Ocean House, Swampscott, Mass.

Traffic Department.—A. F. Cleveland, Vice-President, Transportation Bldg., Washington 6, D. C.

ASSOCIATION OF RAILWAY CLAIM AGENTS.—F. L. Johnson, Alton R. R., 340 W. Harrison St., Chicago 7, Ill.

BRIDGE AND BUILDING SUPPLY MEN'S ASSOCIATION.—E. C. Gunther, Duff-Norton Mfg. Co., 122 S. Michigan Ave., Chicago 3, Ill. Exhibit in conjunction with American Railway Bridge and Building Association Convention, September 15-18, 1947, Hotel Stevens, Chicago, Ill.

CANADIAN RAILWAY CLUB.—C. R. Crook, 4415 Marcil Ave., N. D. G., Montreal 28, Que. Regular meetings second Monday of each month, except June, July and August, Mount Royal Hotel, Montreal, Que.

CAR DEPARTMENT ASSOCIATION OF ST. LOUIS.—J. J. Sheehan, 1101 Missouri Pacific Bldg., St. Louis 3, Mo. Regular meetings, third Tuesday of each month, except June, July and August, Hotel De Soto, St. Louis, Mo.

CAR DEPARTMENT OFFICERS' ASSOCIATION.—F. H. Stremmel, 6536 Oxford Ave., Chicago 31, Ill. Annual meeting, September 15-18, 1947, Hotel Sherman, Chicago, Ill.

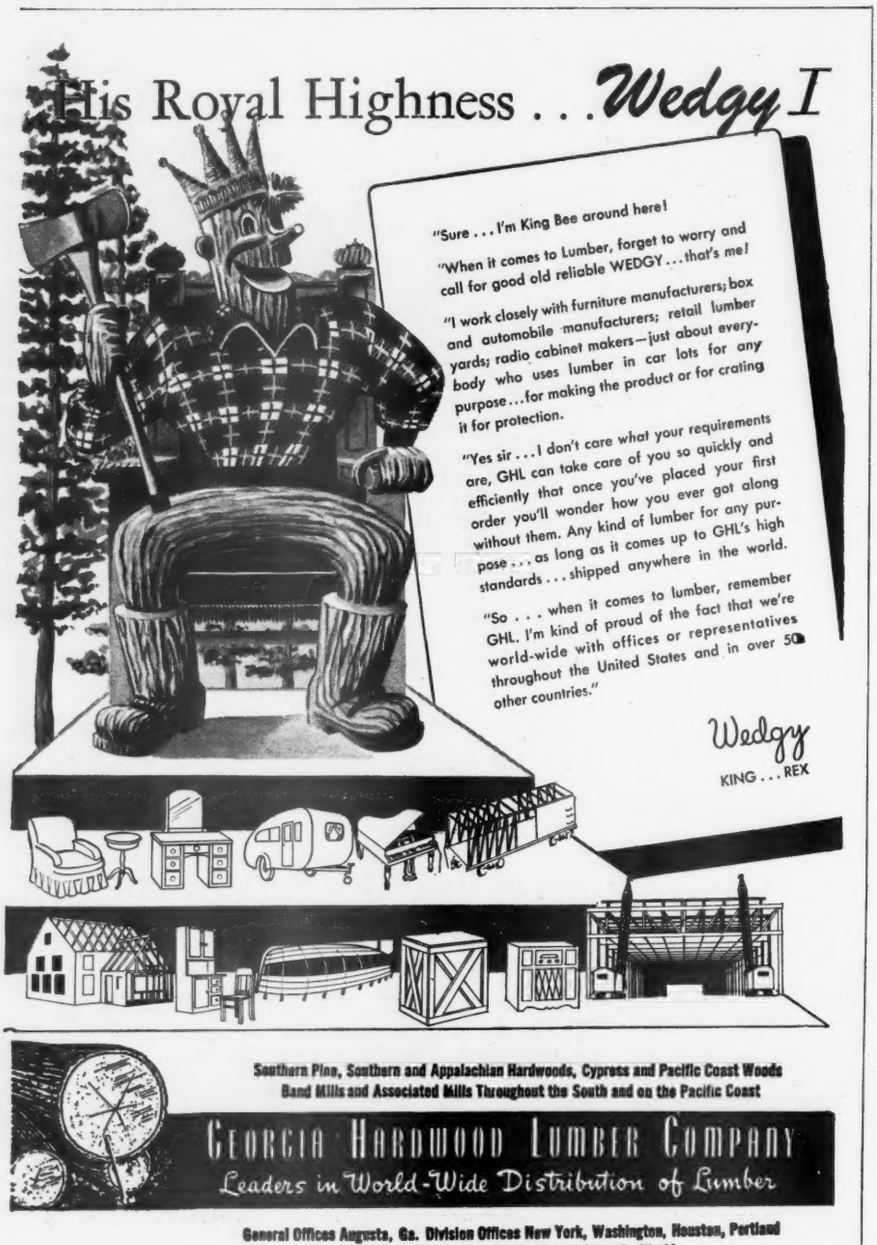
CAR FOREMEN'S ASSOCIATION OF CHICAGO.—W. E. Angier, chief A. A. R. clerk, C. B. & Q. R. R., 547 W. Jackson Blvd., Chicago 6, Ill. Regular meetings, second Monday of each month, except June, July and August, Union Station, Chicago, Ill.

CENTRAL RAILWAY CLUB OF BUFFALO. — R. E. Mann, 1840-42 Hotel Statler, McKinley Square, Buffalo 5, N. Y. Regular meetings, second Thursday of each month, except June, July and August, Hotel Statler, Buffalo, N. Y.

CHICAGO LUNCHEON CLUB OF MILITARY RAILWAY SERVICE VETERANS — Col. R. O. Jensen, Schiller Park, Ill. Luncheon, second Wednesday of each month, Chicago Traffic Club, Palmer House, Chicago, Ill.

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.—H. J. Hawthorne, Union Railroad, East Pittsburgh, Pa.

EASTERN CAR FOREMAN'S ASSOCIATION.—W. P. Dizard, 30 Church St., New York 7, N. Y. Regular meetings, second Friday of January,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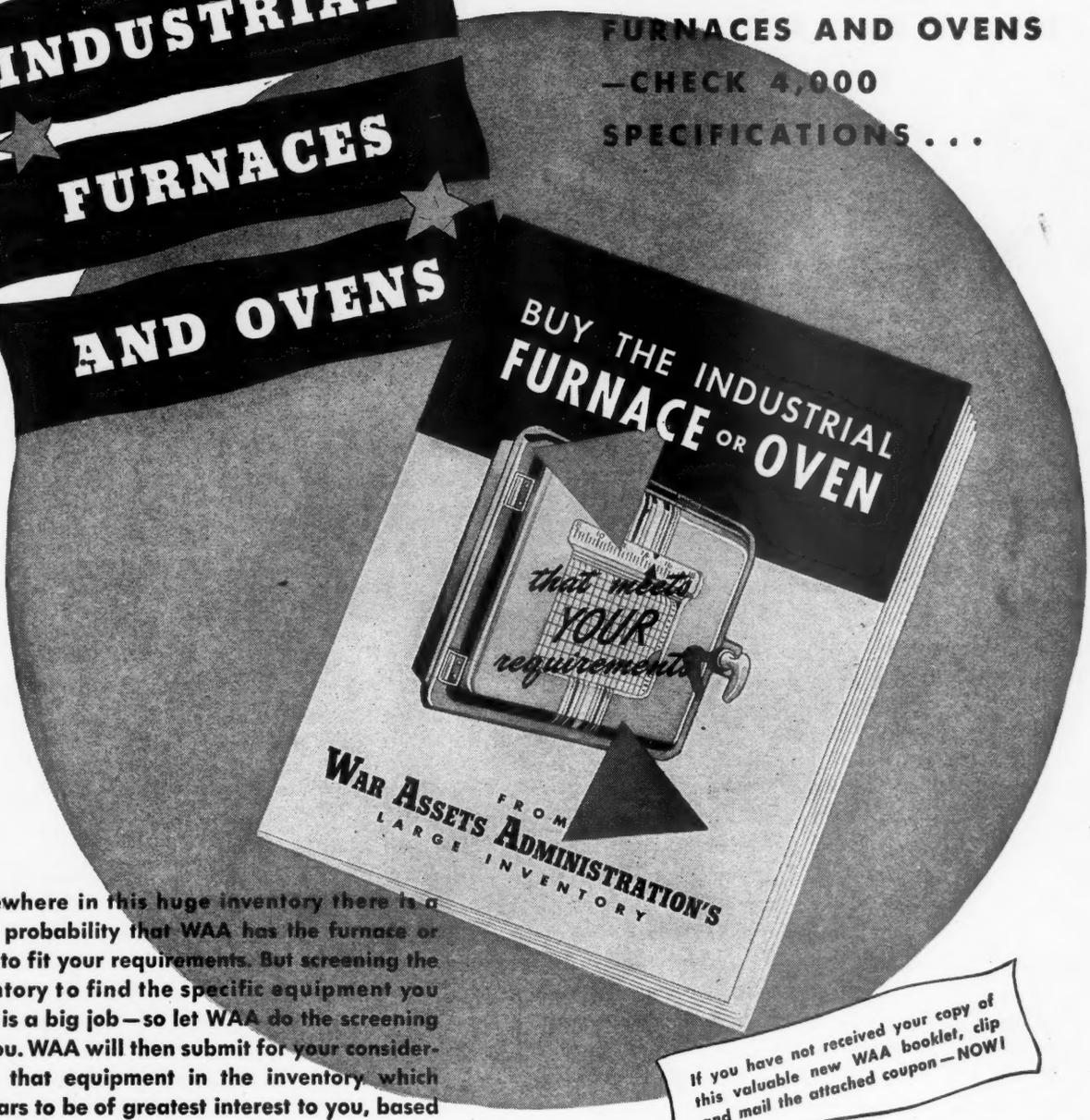

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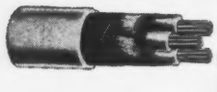

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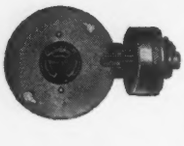

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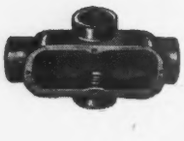

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LOCOMOTIVE MAINTENANCE OFFICERS' ASSOCIATION.—C. M. Lipscomb, 1721 Parker Street, North Little Rock, Ark. Annual meeting, September 15-18, 1947, Hotel Sherman, Chicago, Ill.

MASTER BOILER MAKERS' ASSOCIATION — A. F. Stiglmeier, 29 Parkwood St., Albany 3, N. Y. Annual meeting September 15-18, 1947, Hotel Sherman, Chicago, Ill.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.—Ben Smart, 7413 New Post Office Bldg., Washington 25, D. C. Annual meeting, July 14-18, 1947, Statler Hotel, Boston, Mass.

NATIONAL ASSOCIATION OF SHIPPERS' ADVISORY BOARDS.—F. J. Armstrong, U. S. Radiator Company, Detroit, Mich.

NATIONAL INDUSTRIAL TRAFFIC LEAGUE.—Edward F. Lacey, Suite 450, Munsey Bldg., Washington 4, D. C.

NATIONAL RAILWAY APPLIANCES ASSOCIATION. — C. H. White, Room 1826, 208 S. La Salle St., Chicago 4, Ill. Meeting and exhibit in connection with A. R. E. A. Convention, March 15-18, 1948.

NEW ENGLAND RAILROAD CLUB.—W. E. Cade, Jr., 683 Atlantic Ave., Boston 11, Mass. Regular meetings, second Tuesday of each month, except June, July, August and September, Hotel Vendome, Boston, Mass.

NEW YORK RAILROAD CLUB. — D. W. Pye, 30 Church St., New York 7, N. Y. Regular meetings, third Thursday of each month, except June, July, August, September and December, 29 W. 39th St., New York, N. Y.

NORTHWEST CARMEN'S ASSOCIATION. — E. N. Myers, Minnesota Transfer Ry., 1434 Iowa Ave., St. Paul 4, Minn. Regular meetings, first Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

PACIFIC RAILWAY CLUB. — William S. Wollner, P. O. Box 458, San Rafael, Cal. Regular meetings, second Thursday of each alternate month at Palace Hotel, San Francisco, Cal., and Hotel Biltmore, Los Angeles, Cal.

RAILWAY BUSINESS ASSOCIATION.—P. H. Middleton, First National Bank Bldg., Chicago 3, Ill. Annual dinner, November, 1947, Hotel Stevens, Chicago, Ill.

RAILWAY CLUB OF PITTSBURGH.—J. D. Conway, 308 Keenan Bldg., Pittsburgh, Pa. Regular meetings, fourth Thursday of each month, except June, July and August, Fort Pitt Hotel, Pittsburgh, Pa.

RAILWAY ELECTRIC SUPPLY MANUFACTURERS' ASSOCIATION.—J. McC. Price, Allen-Bradley Company, 624 W. Adams St., Chicago 6, Ill.

RAILWAY FUEL AND TRAVELING ENGINEERS' ASSOCIATION.—T. Duff Smith, Room 811, Utilities Bldg., 327 S. La Salle St., Chicago 4, Ill. Annual meeting, September 15-18, 1947, Hotel Sherman, Chicago, Ill.

RAILWAY SUPPLY MANUFACTURERS' ASSOCIATION. —A. W. Brown, Room 1424, 30 Church St., New York 7, N. Y. Exhibit in conjunction with meetings of A. A. R. Mechanical Division and Purchases and Stores Division, June 23-28, 1947, Convention Hall, Atlantic City, N. J.

RAILWAY TELEGRAPH AND TELEPHONE APPLIANCE ASSOCIATION.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with Communications Section, of A. A. R.

RAILWAY TIE ASSOCIATION.—Roy M. Edmonds, 610 Shell Bldg., St. Louis 3, Mo. Annual meeting, September 23-25, 1947, Arlington Hotel, Hot Springs, Ark.

ROADMASTERS' AND MAINTENANCE OF WAY ASSOCIATION.—Miss Elise LaChanee, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 16-18, 1947, Hotel Stevens, Chicago, Ill.

SIGNAL APPLIANCE ASSOCIATION.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with A. A. R. Signal Section.

SOUTHERN AND SOUTHWESTERN RAILWAY CLUB.—A. T. Miller, 4 Hunter St., S. E., Atlanta, Ga. Regular meetings, third Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta, Ga.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS. Semi-annual meeting, July 24-25, 1947, —D. W. Brantley, C. of Ga., Savannah, Ga. Battle House Hotel, Mobile, Ala.

TORONTO RAILWAY CLUB.—D. M. George, P. O. Box 8, Terminal "A," Toronto 2, Ont. Regular meetings, fourth Monday of each month, except June, July and August, Royal York Hotel, Toronto, Ont.

TRACK SUPPLY ASSOCIATION.—Lewis Thomas, O. and C. Company, 59 E. Van Buren St., Chicago 5, Ill. Exhibit in conjunction with Roadmasters' and Maintenance of Way Association Convention, September 15-18, 1947, Hotel Stevens, Chicago, Ill.

UNITED ASSOCIATIONS OF RAILROAD VETERANS.—Roy E. Collins, 225 Bidwell Ave., Westerleigh, Staten Island 2, N. Y.

WESTERN RAILWAY CLUB.—E. E. Thulin, Suite 339, Hotel Sherman, Chicago, Ill., Regular meetings, third Monday of each month, except January, June, July, August and September, Hotel Sherman, Chicago, Ill.

Current Publications

Articles in Periodicals

Regulation of Minimum Rates in Transportation, by Truman C. Bigham. The Quarterly Journal of Economics, February, 1947, pp. 206-231. Published at Harvard University Press, 38 Quincy st., Cambridge, Mass. Single copies, $1.25.

Includes discussion of congressional activities, attitude of the Interstate Commerce Commission, protection of the rate structure, preservation of the advantages of particular modes of transport, the value standard and cost standards.

What Part Should Freight Forwarders Have in the Development of the Air Freight Industry? The Journal of Air Law and Commerce, Spring, 1947, page 170, et seq. Published by Northwestern University, School of Law and School of Commerce, Chicago 11, Ill. Single copies, $1.50.

A comprehensive report of the origin and development of freight forwarders, and a discussion of their place, and the place of the Railway Express Agency, in the air transport field, dwelling especially upon the legislative aspect.

The Airline Squeeze. Fortune, May, 1947, pp. 116-119, et seq. Published by Time Inc., 350 Fifth ave., New York 1, N. Y. Single copies, $1.

The current position of the air lines in which costs have risen faster than revenues is reviewed in this article In discussing the market for air travel, comparisons are made with railroad travel. Other phases of the situation which come in for discussion are effect of weather and safety on traffic, the air lines' overhead, mail and freight revenues and air line subsidies.

A West-Coast Transportation Library, by Melvin C. Oathout and Jeannette M. Hitchcock. Special Libraries, March, 1947, pp. 77-80. Published by the Special Libraries Association, 31 E. 10th st., New York 3. Single copies, 75 cents.

The Hopkins Transportation Library at Stanford University is described briefly in this article. In its early years it consisted mostly of railroad material, but in later years the collection has been broadened to include material on other phases of transportation as well.

Mr. Young and His C. & O., Fortune, May, 1947, pp. 96-103 et seq. Published by Time Inc., 350 Fifth ave., New York 1. Single copies, $1.

A very interesting account of Mr. Young and his railroad activities is given in this article. Beginning with the Van Sweringen control of the Chesapeake & Ohio, it outlines how Mr. Young acquired control of that road and the Pere Marquette, why he decided to buy into the New York Central and what he hopes to do if he is able to acquire control of the latter. Other points discussed include the very lucrative coal business which the C. & O. handles as an originating carrier, and how it would tie in with the Central which is a large coal-terminating road.

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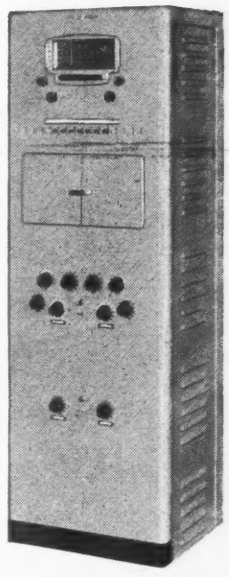

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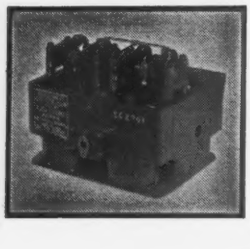

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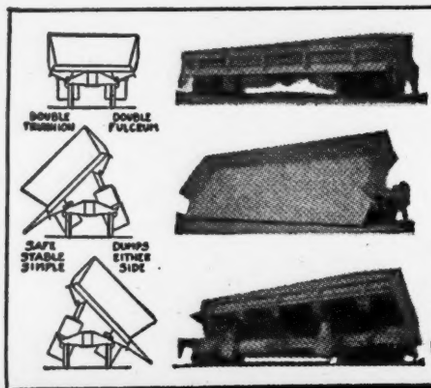

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